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## MARRIAGE.

On August 23rd, at St. John's Cathedral, Hongkong, by the Rev. A. B. Thornhill, M.A., Asst. Chaplain, JOHN TULLY, only son of Mr. and Mrs. J. T. Tully, of Sunderland, to GEORGE ELEANOR TERRY, second daughter of Mr. E. W. and the late Mrs. Terry, of Leytonstone, Essex.

## DEATH.

DUNJESHOY DORABEE (proprietor of King Edward Hotel), at his residence, Parson's Villas, Robinson Road, at 1.30 a.m. on Wednesday, the 23rd inst., aged 62. Deeply regretted. Shanghai, Japan and Bombay papers please copy.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, AUGUST 24TH, 1911.

The news we publish this morning regarding the negotiations between France and Germany arising out of the Moroccan difficulty cannot be said to give promise of an early settlement. The Times a month or six weeks ago was able to give its readers some idea of the nature of the negotiations, and we now get it confirmed under the stamp of authority. The news has been "allowed to leak out" as a *balcon d'essai*, and we are told that public opinion has raised such protests in both countries that further negotiations on the present basis will be difficult. Germany has suggested to France that she should give up a large slice of French Congo for Togo Land, the narrow strip of territory sandwiched between Ashanti and the French territory of Dahomey. Its area is given as 33,659 miles. French Congo is a very extensive territory bordering the Congo Free State on the South and East and the German Cameroons on the North and West, but is indolent to the North-east.

According to the information published recently by *The Times*, the "large slice" of French Congo, which it is suggested France should exchange for Togo Land, represents an area of at least 200,000 square miles, with two existing ports at Libreville and Loango. By this the area of the German Cameroons would be doubled and, "it would leave the German territory on the Gulf of Guinea only by the narrow strip of the Congo State which reaches down to the Atlantic, and by the Portuguese Colony of Angola."

If it be true that Germany is also asking for the contingent reversion held by France over the Congo State, it is clear that her ambition is to possess the whole coast line from Nigeria to British South Africa. France would be entirely cut off from communication with the Atlantic, except through German or Belgian territory. We can understand why the people of France should protest against the conclusion of such an agreement, but why there should be protests in Germany it is not easy to surmise. It would be a magnificent stroke of business for Germany if the arrangement she has proposed were accepted, by which one strip of territory is exchanged for another six or seven times as large, and likely to become infinitely more important. The *Echo de Paris*, discussing last month the reported German demands for "compensations" in the French Congo, stated that the Gabon territory (the "large slice" to which to-day's telegram doubtless refers) is inhabited by the most energetic races in that region, the Pahouins, who number three or four millions and who lord it over the neighbouring tribes. The territory is of great value on account of the valley of the River Ivindo, which becomes navigable during the two rainy seasons for a distance of 300 miles and has many navigable tributaries, which would be of the first importance for the Cameroons. All that would remain of the French Congo, a country which has been developed at a great cost of French blood and treasure, would be "a narrow strip with no very promising future." Above all, the Paris journal urged, the cession of Libreville would be a very grave sacrifice. It is described as the finest harbour in Western Africa, with the exception of Dakar, and as the only French naval base on that coast, with the same exception. It is already a town with many inhabitants, well built and prosperous, and destined to be the chief commercial centre of the French Congo. The telegram leaves us totally in the dark as regards the bearing of these demands on the situation in Morocco. Is this exchange of territory the price demanded by Germany for renouncing her warships from Agadir? Or is she also offering to relinquish all or any of the economic rights she possesses in Morocco? If so, it may be worth the while of the French Government to conclude the bargain, but if there is no such understanding as regards Morocco there can be no guarantee that what has recently happened will not occur again.

The Hippodrome and Circus at Causway Bay continues to attract large audiences nightly. The next matinee is on Saturday.

A telegram from the Manila Observatory yesterday reported a typhoon in the Pacific Ocean about halfway between the Mariana Islands and Luzon, moving W.

An office boy from the O iento Cigar Factory at Yau-mat was convicted at the Magistracy yesterday of stealing cigars and sent to prison for 14 days.

In consequence of the fire on board the Holt steamer *A. Blochus*, at Port Said, on her last voyage, home, discharge of the cargo was begun on July 13th and was expected to continue for four days. About 1,900 boxes of hemp had to be discharged, and her cargo of pineapples, presumably shipped at Singapore, is described as useless.

What has become of the Siberian mail? The last received came down from Shanghai by the English mail steamer last Friday, the latest London dates being July 29th. It is now the 24th August—an interval of 27 days, and no Siberian mail is yet announced as having left Shanghai. We can only suppose the delay to be due to the damage done by storm recently to the South Manchurian Railway. The through railway service appears to have been interrupted for several days.

Two Korean accomplices of the assassin who killed Prince Ito have just been liberated from the penitentiary at Port Arthur, in which they have served a term of eighteen months. They were escorted to Harbin and liberated. One of them has a Russian wife, with whom he has kept up correspondence. The other is a lad of only 20 years, Ryntoka by name, son of a Chinese doctor at Pogranichnaya. The third was surrendered to the Korean police after the trial at Port Arthur was over, on some fresh charge brought up against him, and he died in prison there.

Two coolies were at the Magistracy yesterday charged with dumping night-soil at Whitfield Barracks, Kowloon, and were ordered to pay \$25 each or go to prison for six weeks.

At the Magistracy yesterday J. P. Mac Henry and A. E. Gannon appeared before Mr. Haselard charged with having been found with a quantity of opium in their possession in a house at Paddlers Hill. Mac Henry was also charged with being in possession of an offensive weapon, a pair of knuckle dusters. Mr. Hoggarth, chief excise officer, appeared and stated that he wished to add a second charge against the second defendant of aiding and abetting. This was done, and the case remanded.

The annual report of the Commercial Union Assurance Company, Limited, shows that the same carried into profit and loss account from the Fire, Marine, and Accident Departments, amount to £320,000, out of which the sum of £250,000 has been applied towards reducing "Cost of Business" required. The balance of this account is £158,522 14s. 8d. carried forward to 1911, and out of that amount the directors recommend the payment of a dividend of eight shillings per share (less income tax), making, with the interim dividend paid in November last, fifteen shillings per share (less income tax on eight shillings) for the year 1910. Provision has been made for payment of an interim dividend on account of the year 1911 of eight shillings per share (less income tax), to be paid on the 9th November next. In the Life department the new business of the year consisted of 3,645 Policies for £2,015,039, of which amount £131,973 was reassured with other offices, and the net amount retained by the Company at its own risk was £1,913,116. The claims by death of £173,773 were within the amount expected. As a result of the year's transactions the Life Assurance Fund was increased by £392,605 to £4,335,832. During the year an agreement was completed by the transfer of the shares into the name of this Company, for the purchase of the undertaking and assets of the Ocean Accident and Guarantee Corporation, Ltd. The transaction involved, in addition to a payment in cash, the creation of £261,540 Four per cent. terminable Debenture Stock.

## DEATH OF MR. DORABJEE.

Mr. D. Dorabjee, who, next to the late Sir Hormusjee Modji, was the best known among the Parsee residents of the Colony, died yesterday morning at 1.50 o'clock at his residence, Parson's Villas, Robinson Road. One of the oldest residents of Hongkong—having been in the Colony for 55 years—the deceased, although not so prominent in the public eye as the late Sir Hormusjee, was well known in the Far East as the proprietor of the King Edward Hotel. A man of quiet, unassuming manner and of retired habits, he was nevertheless perfectly genial in manner with him. He contributed handsomely to the Zoroastrian Charity funds, and, as is characteristic of all well-to-do Parsees, he was ever ready to help the needy and indigent. He was a member of the Hongkong and Shanghai Jockey Clubs. It is a proof of Parsee enterprise that the late Mr. Dorabjee, although his business was entirely confined to Hongkong, was one of the promoters of the Dai Nippon Hotel Co., a flourishing concern owning five hotels in Japan, and was the only non-Japanese official on the directorate. The deceased had just been contemplating going home when the grim shadow of death intervened. He leaves a widow and a mother aged 85, to whom at her age the death of her only son is a cruel blow.

Deceased was buried in the Parsee Cemetery at Happy Valley yesterday afternoon, many friends following his remains to their last resting place. Among those who sent wreaths were the following:—Messrs. G. C. Master, H. J. Gough, T. Kusumoto, J. H. Seth, Mr. and Mrs. A. Seth, Mr. A. V. Apcar, Mr. E. E. Smith, Captain and Mrs. J. Assome, Messrs. D. Dolly, A. K. Rahman, Choi Choy, Sui King, Ah Kio, Shin Lai, Chan Yau Kuo, the staff of the King Edward Hotel, the Kowloon Hotel and the Victoria Recreation Club.

## WIRELESS STATION AT DAIREN.

The new wireless telegraph station, now building at Dairen, will be completed by the middle of October next. The station will be equipped with power which will make it possible to transmit messages to a distance of 650 nautical miles by day and 2,000 miles at night. The *Kobe Maru* and *Suyko Maru*, on the Shanghai service, which are under the jurisdiction of the Governor-General's Office, will be fitted with wireless telegraph apparatus in November. The Osaka Shosen Kaisha's four liners, which are now on the Kobe-Dairen service, are under the jurisdiction of the Department of Communications, and there are no funds available for the installation, but steps will be taken to equip at least two steamers with wireless telegraph apparatus.—*Japan Mail*.

## RECREATION PARKS FOR THE CHINESE.

The United States Consul at Antung reports that much interest has developed there lately with regard to parks and playgrounds for the Chinese. The question of providing recreation parks for the Chinese, he affirms, is one of the utmost importance. The Chinese dwellings are generally close and poorly ventilated and usually huddled together in a congested mass, and few sanitary measures have been taken, as a rule. It follows that the health of the Chinese is seriously impaired, and open parks and squares are needed in most of the large cities. The Chinese are coming to realize this fact, and with the many reforms and improvements which are now taking place in China, the question of providing parks and playgrounds will not, it is believed, be entirely overlooked. With the growth of recreation grounds, gymnasiums, and other such places for physical improvement, will, adds the Consul, come a demand for foreign sporting goods, books, and many other such devices which are now manufactured for places of general amusement.

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## THE STRIKE MOVEMENT.

## DISCUSSION IN PARLIAMENT.

LONDON, August 23rd.

Mr. Barnes said he was very disappointed at the terms of the settlement. Nevertheless, the men will give the Commission a good chance, but they must deal with the recognition of the unions and secure better conditions for the men. If not, there will be another strike, and he would do everything to assist it.

Mr. Ramsay MacDonald commended the settlement and praised the temper of the employers and men. If the same good relations obtained in the future, then the last would be heard of railway strikes in our generation. The Home Office, however, had played a most diabolical part in this unrest. Its bulletins gave offence and hampered negotiations. They made the men more inclined to fight than to settle. He also deprecated the reckless military display.

Mr. Austen Chamberlain said if any complaint was to be made it was that the Government had not taken effective measures earlier. The Opposition would heartily support any measures against the brutal intimidation of non-strikers.

Mr. Winston Churchill, in reply to Mr. Ramsay MacDonald, vigorously defended the Government's policy. If the strike had proceeded as its organisers intended, it would have led to a total lack of employment, and starvation, a catastrophe unparalleled in history. The emergency justified the measures taken, which were absolutely constitutional. He maintained that it was the duty of the Government to exert its whole force to protect the food supply, and he was convinced that he would be supported therein by the good sense of the mass of the people. It was true that some people were killed, but the Government measures averted an incalculable number of tragedies.

sea and Sheffield have struck in sympathy with the non-reinstated men on the Midland Railway.

Liverpool is unchanged, except that the scavengers have returned to work. Furious rioting took place at Tredegar, Elbow Vale, and Rhymney. Attacks were made on the Jewish traders. The Riot Act was read, and combined police and military charges cleared the streets. Many were sent to hospital, including police.

In reply to numbers of questions, Mr. Churchill explained that the officers commanding troops were given discretionary powers, and they would continue to enjoy them. (Cheers, and Labour cries of "Martial law.")

Mr. Buxton announced that a deputation had gone to York with a view to settling the North Eastern dispute.

## LARGE.

Though the representatives of the railway men are still sitting to consider complaints since yesterday's Conference, everything is working much smoother.

## THE COMMISSION.

The terms with reference to the Railway Commission are to investigate the working of the Conciliation Scheme of 1907, and to report what changes, if any, are desirable, with a view to a prompt and satisfactory settlement of differences.

## RIOTING IN MONMOUTHSHIRE VALLEYS.

There was renewed rioting last night in Monmouthshire Valleys, and practically the whole of the upper portion of the western valleys is seething with a mass of disorders. The military were called out in several places.

## NORTH EASTERN DISPUTE SETTLED.

The North Eastern dispute is settled, and the leaders have advised the men to resume duty immediately.

## THE TURF.

LONDON, August 23rd.

Sunstar, the Derby winner, was scratched from the St. Leger at 1.12 p.m. yesterday.

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## ADJOURNMENT OF PARLIAMENT.

MR. KEIR HARDIE'S CONTEMPTIBLE ATTACK.

LONDON, August 23rd.

Mr. Asquith, in a scarcely audible voice, moved the adjournment of the House of Commons until October 24th. He emphasised the fact that the thanks of the nation were due to all who were contributing towards peace—(cheers)—and he added, "the fewer words said about the past the better."

He announced the names of the Commission appointed, viz., the Rt. Hon. Sir David Harrel, P. C. (Chairman), Sir Thomas Ellis, Secretary to the Mine Owners' Association, and Sir Charles Beale, Vice-Chancellor of the Birmingham University, for the employers; and Mr. John Burnett, Labour Correspondent of the Board of Trade, and Mr. Arthur Henderson, M.P., for the men.

Mr. Keir Hardie made a violent onslaught upon the Government for allowing the employment of troops.

Mr. Lloyd-George, replying, indignantly repudiated the charges that the Government aided with the capitalists, and remarked that Mr. Keir Hardie's attack was contemptible.

Mr. Winston Churchill announced that he was hopeful of a settlement of the strike at Liverpool, but stated that Government had no intention to relax military and police precautions till order was restored.

## LATER.

The Commons have rejected, by 93 votes to 18, an amendment by Mr. Keir Hardie that the adjournment of the House should be until the 28th inst. Parliament was adjourned until October 24th.

## THE FRANCO-GERMAN NEGOTIATIONS.

LONDON, August 23rd.

The protraction of the Franco-German in France.

The exchange of Togo Land for a large slice of the French Congo has been suggested. Though the strictest secrecy has been observed, this information was apparently allowed to leak out in order to test public opinion, and the proposal has raised such protests in both countries that further negotiations on this basis will be difficult.

## FAMOUS PORTRAIT MISSING FROM THE LOUVRE.

LONDON, August 23rd.

"Vingis La Joconde," one of the world's most famous portraits, has disappeared from the Louvre at Paris.

It is thought that its removal is possibly a practical joke.

## THE DROUGHT IN INDIA.

LONDON, August 23rd.

The condition of Sindia is slightly more hopeful, but Rajputana and Gujerat, and most of the Punjab are still critical. Delhi continues rainless. The military manoeuvres before the Durbar are daily becoming more unlikely.

## TWO ADMIRALS DEAD.

LONDON, August 23rd.

The death is announced of Admiral Lord Charles Scott and Admiral Cragin.

Admiral Lord Charles Thomas Montagu Douglas-Scott entered the Royal Navy in 1853. He served in H. M. S. *Iron Duke* in the Russian war in the Baltic in 1854, and in the Black Sea in the following year; in H. M. S. *Revenge* in the China War in 1857; and with H. M. S. *Pearl* naval brigade during the Indian Mutiny, 1857-59, when he was mentioned in despatches. He commanded the ironclad *Formosa* from 1868-71 during the 1872; and was flag-captain in the Flying Squadron, 1875-77. He was captain of the *Bacchara* from 1879-82, in which ship Prince Albert Victor and Prince (now King) George served as midshipmen. He was Commander-in-Chief of the Australian Station from 1889 to 1892, and Commander-in-Chief at Plymouth from 1899 to 1902.

Admiral Robert William Craigie entered the Navy in 1863. He served in the *Kaffir War* 1877-78, and in the Zulu War 1879-79, when he was mentioned in despatches, promoted, and received the medal and clasp. He received the Royal Naval College prize for steam and naval architecture in 1887, and the gold medal of the Royal United Service Institution in 1892. In the same year deceased was senior naval officer at Singapore.]

## TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

## THE REBELLION IN PERSIA.

LONDON, August 23rd.

The Times correspondent at Teheran reports that the ex-Shah's forces have been utterly routed at Savadkuh.

## THE WAR CLOUD IN EUROPE.

A few insurances on account of the risk of a war in Europe, were done at Lloyd's yesterday, including half-a-crown per cent for three months on large contract shipments of coal from Britain.

## SCOTTISH HOME RULE.

LONDON, August 23rd.

The Scottish Home Rule Bill, supported by Sir J. H. Dalziel, M.P. for Kirkcaldy Burghs, Mr. R. C. Munro Ferguson, M.P. for Leith Burghs, and others, has been published.

## PEDESTRIANISM.

LONDON, August 23rd.

Router's correspondent at Sydney telegraphs that Holway beat Trenbath for the world's professional championship in the quarter-mile flat race by three yards. The time was 50 4/5 secs.

## CORRESPONDENCE.

THE CORONATION SURPLUS.  
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—After reading your leading article in today's paper it is obvious that no suitable and at the same time useful memorial can be erected which would be equally beneficial to all the different nationalities who subscribed towards the fund.

A Public Welcome Fund is scarcely appropriate enough. There will be nothing to be seen in the Colony whatever to remind us of the great event.

We want those who will be here in a few years' time (for the nature of our European population is of a coming and going nature) to realize that we did not let the opportunity pass without doing something to show our loyalty.

Might I suggest, seeing it is scarcely practical to return a proportionate share to each subscriber—and which I am sure they do not mind to do—by the amount subscribed by each nationality to be made? For instance, the German Community subscribed, say, \$7,800. Roughly, the sum or share of the surplus which would be returned would be \$2,500. With this it would be possible to erect some small memento of a nature to be settled amongst themselves. It might be placed in the German Chapel or the German Club. This would be a graceful tribute, I think, to the King and the Colony where they reside.

I might say the same of the Portuguese. Their share, about \$500, might be devoted to some small memento suitably inscribed. These or those small mementoes would indicate, in the future, that the Coronation of King George V. was celebrated in Hongkong amongst all classes right rightly. I simply make this suggestion. The practical carrying out, of course, would be left to the different nationalities themselves.

I do not think it would be difficult to find plenty of openings for a disposal of the British share. If devoted to Coronation Bursaries for British children at British schools, it would be a fitting and much needed institution. I enclose my card, Yours, &c.

## SCOTIA.

P.S.—Should the Chinese wish, they could dispose of their share amongst Chinese Hospitals or Charitable Institutions. It would also enable the British population to help along the Missions to Seamen Institution without fear of the discrimination suggested by the Chairman. Debt and lack of funds is always a heavy handicap, and money being not too plentiful in these times of dull trade and rising rents, the surplus would be more immediate good than lying idle for an indefinite period, perhaps years.

## WIRELESS ON BLUE FUNNEL LINES.

The steamship *Titan*, of the Ocean Steamship Company, Ltd., Liverpool, which arrived at Tacoma lately by the way of Suez and the Pacific, is equipped with Telefunken wireless telegraph apparatus. The other steamers belonging to this line owned by Messrs. Alfred Holt & Co., Liverpool, are likewise fitted with Telefunken wireless apparatus. All the steamers of the Atlas service belonging to the Hamburg American Line are soon to be equipped with wireless telegraph apparatus of the same system.

## PRINCE OF WALES, CARNARVON.

A Court official tells of an incident of the investiture at Carnarvon almost as amusing as that of the missing sword of State, which by some mischance failed to arrive, necessitating the using of the Chester civic sword. In the course of the memorable day, a telegram reached the Post Office addressed "Prince of Wales, Carnarvon." It was handed to a boy messenger in the ordinary course, and without any special instructions, and he marched off with it to the Prince of Wales Hotel, Bangor Road. The landlord opened the message, and was agitated when he read the contents. It was a message of congratulations and good wishes to Prince Edward on his investiture as Prince of Wales from the German Emperor. Steps were at once taken to have the telegram delivered in the proper quarter.



## SUPREME COURT.

Wednesday, August 23rd.  
IN APPELLATE JURISDICTION.  
[BEFORE THE FULL COURT.]

**MOTION FOR REVERSION OF JUDGMENT.**  
The Full Court (their Honours Sir Francis Pigott, Chief Justice, and Mr. Justice Gompertz, Puisne Judge) reserved its decision on the motion by the Hon. Mr. Pollock, K.C. (who was instructed by Mr. E. B. Hind, of Messrs. Brutton & Hottel), for the reversion of the order made in the action between Li Po Kam and Li Ki Tong, alias Li Pak (appellant), that the respondent do have leave to sign final judgment against the appellant, and that it may be ordered that the appellant do have unconditional leave to defend the action. Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist), opposed the motion on behalf of the respondent.

## ISSUE ON A CONTRACT.

In the action between Wilhelm Schmidt, plaintiff, and Heuser, Eberius & Co., defendants, an issue with regard to human hair was tried before his Lordship the Chief Justice without a jury. The order was in the following terms:—  
"Whereas the plaintiff affirms and the defendant deny that 475.67 piculs of human hair, which it is admitted that the plaintiff worked for the defendant, is raw material within the meaning of a contract made between the parties on June 15th, 1910, it is ordered that the question be tried by a judge without a jury."

The Hon. Mr. C. G. Alabaster, instructed by Mr. D. Lewis (of Messrs. Johnson, Stokes & Mester), appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. W. E. L. Shenon (of Messrs. Dawson, Looker & Deacon), represented the defendants.  
Mr. Alabaster said the motion had been set down for the trial of an issue, so the only pleading was the statement of claim endorsed on the writ, which was as follows:—The plaintiff claims the sum of \$4,211.70, being balance of bonus due by the defendants under a contract in writing dated 15th June, 1910, and made between the plaintiff and the defendants, whereby the defendants agreed to pay to the plaintiff a sum of \$10 as bonus for every picul of human hair, raw material, worked by the plaintiff. The plaintiff, in accordance with the contract, worked 475.67 piculs of human hair, raw material, for the defendants. Counsel said it was admitted that that amount of hair was worked, and it was admitted that the plaintiff was to receive a bonus of \$10 per picul on raw material, so the question for his Lordship to decide was whether all these piculs of human hair he worked were raw material or not within the contract.

His Lordship:—Is that the only question?  
Mr. Potter:—It was agreed between the solicitors that there was no question of quantity. The question was whether the hair worked was raw material or not.

Mr. Alabaster, continuing, stated that in the early part of the year 1910 the firm of Heuser, Eberius & Co., who he believed were commission agents and had previously exported hair, decided to go in for working up hair as well.  
His Lordship:—Working up the raw material?  
Mr. Alabaster said they decided to work up the raw material until it had reached a stage known as Club hair. He understood the raw material went into America free of duty; that Club hair went in subject to a duty of 20 per cent.; and that wigs and things like that went in at a higher duty still. Heuser, Eberius & Co. engaged the plaintiff to work hair into Club hair. They entered into an agreement with him for one year. His salary for the first six months was to be \$175 Mex., and for the last six months \$225 Mex. per month, and a \$10 bonus for the working up of every picul of raw material. The firm was to defray the cost of his medical attendance, if any, and Mr. Schmidt was bound to work faithfully and conscientiously, and only in the interests of the firm. It would be proved that the raw material which was bought in this Colony was of various kinds. There were two main kinds, namely, Box hair and Bale hair. The price of Box hair varied slightly according to various classifications. Box hair was also known as straight hair and classified hair. Bale hair was a little cheaper than Box hair, and was sometimes known as tangled, mixed or basket hair. The different kinds of hair went through practically the same process, and the finished product, so far as Heuser, Eberius & Co. were concerned, was the Club hair. It was admitted that the amount of hair which Mr. Schmidt worked was made up partly of Bale and partly of Box hair, and he would prove that the amount of commission the plaintiff actually received was more than would pay for the Bale hair alone; in fact, that the plaintiff was paid commission for both Bale and Box hair, but was not paid for the full number of piculs. He gathered that the contention of the defendants was that only Bale hair was raw material.

Mr. Potter:—That is our contention.  
Mr. Alabaster said the plaintiff's contention was that both Box and Bale hair were raw material, and he would prove that the defendants had paid more commission than would cover the amount of Bale hair worked.  
His Lordship, after hearing expert evidence, said he thought this was a case in which a compromise should be effected. And after hearing technical evidence and seeing the contract entered into between the parties, he felt certain that there was an amount of evidence which would make the plaintiff believe that a bonus was meant on all the hair. But the claim was too great, and he thought there had been a great mistake. He therefore suggested that the Court should adjourn to enable the parties to consider the case.  
Mr. Potter said the defendants were open to any suggestion from the plaintiff.  
The Court was adjourned until this morning.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

August 22nd.

## THE BORROWS OF KWONGTUNG.

The Seventy-Two Guilds, the Nine Charitable Institutions and the Chamber of Commerce have addressed a joint circular to Chinese residents abroad telling them of the evil times which this province and city is suffering. The letter is written under four headings, of which the first states that at least a hundred thousand persons have left for other places and that millions of dollars of native money have been put into foreign banks for safety, and that the foreigners are getting the benefit of this money. Because of this trade is paralysed, so the letter says, and the shopmen sit idle in their shops with folded hands, and many bankruptcies are imminent. The second part says that since the fear of rebellion seized on the people the robbers in the country districts have become much bolder and, under the name of revolutionists, have committed numberless crimes. That those men are not real revolutionists is evident from the fact that when the robbers rose they did no damage to property, neither stole anything, "even of the value of a blade of grass." The third section says that in consequence of the expected rising the troops have been greatly increased, and an enormous extra expense thrown on the Provincial Exchequer. To meet this it is expected that fresh taxes will be levied, which, the letter states, the people, already crushed by taxation, will be unable to bear. The fourth part deals with the anti-gambling movement. Because the whole attention of the officials is taken up with the revolutionary movement no time can be spared for the suppression of private gambling. The circular states that in the country places gambling is openly carried on, and that in the city itself, although carried on more surreptitiously, there is nearly as much gambling as before. Thus the whole sacrifices made in the anti-gambling cause have been in vain. The letter concludes with an appeal to Chinese abroad to come forward and aid their native land. One part of the letter is interesting as showing that the suspicion against the foreigner is as bad as ever. It states that Canton is not a suitable place for a rebellious outbreak, because of the ease with which troops and ships can reach the city to put down any rising, and then the fact is mentioned that should such a rising occur foreigners would make it a pretence to seize territory under the guise of protecting foreign interests.

## CHINESE AVIATOR.

Some time ago a man named Fung, a native of the Yan Ping District, sent a memorial to the Viceroy that while in America he studied aviation, and had invented an aeroplane. It is now stated that this machine has been tried and rose to a height of three or four hundred feet. The Viceroy has recommended this "bird-man" to the Army Advisory Board in Peking.

## OFFICIAL'S BAGGAGE STOLEN.

An expectant Taoist named Shun from Kwong Sai had occasion to come to Canton, which he did on his own private boat, bringing sundry of his family with him. He took his party to a theatre, leaving the boat in charge of four soldiers and servants. When it got dark thieves came aboard the boat and made off with three trunks filled with jewellery, silk clothing and a number of shore-certificates, the whole of the value of several thousand dollars. The chief of the Water Police has been ordered to catch the thieves and restore the booty within a reasonable time.

## FIGHT IN A YAMEN.

There was a fierce fight in the Yamen of the Chief of Police yesterday between two men awaiting interrogation. Before they were separated they had managed to maul each other badly, but their pugnacity was rewarded with "several tens" of strokes of a bamboo.

## TRONOH MINES, LTD.

## A BRIGHT PROSPECT.

Considerable attention has, of late, been directed to the Tronoh Mine, and to its truly remarkable production during this year. A glance at the profits for the first seven months of the year shows that after deducting the amount already paid in dividends, viz., 35 per cent. of the cost of new machinery for Sun-wei Bui and the new ground recently acquired at Tronoh, also the amount paid for the Sun-wei Bui Mine, the Company at the end of this month should have sufficient in hand to pay a dividend of 100 per cent. on its capital. We learn on excellent authority that, if nothing unforeseen happens, the August output is expected to equal or even exceed the phenomenal output of last month, and that production from the old workings will continue on a large scale for some considerable period, by which time the newly acquired properties should also be adding substantially to the profits from the old mine. Those who have offered the opinion that the shares stand at too high a figure and those who have been tempted by the high prices prevalent to "bear" the shares (and who are a quiet number) would do well to reflect that if the current price were based on the Company's present rate of profit, the shares would stand at well over £10, and that however generous the dividends to be declared this year may be there must still be a considerable cash reserve remaining. The profit up to the end of July amounted to £186,000, and a very conservative estimate for the whole of the year would place the total profit well over 200 per cent. of the capital, but this is likely to be considerably exceeded. The rumoured dividend of 10/- per share appears, therefore, to be more than probable. Since the abolition of the old shaftings, the Company has been enabled to handle considerably more karang by the open cast method, and at the same time, to effect a reduction in its expenses, so that quite apart from the remarkably rich ground now being treated in one portion of the Mine, the profits would show an increase over the average results obtained before the shafts were done away with.—*Peking Gazette.*

## MUTINY ON THE HIGH SEAS.

TROUBLE WITH A CHINESE CREW.

The following story is being circulated by the Imperial Merchant Service Guild.

In the early days of the past century, mutiny on the high seas was not unknown in the Merchant Service; but at those times such drastic methods of punishment, obtained; that for well over half a century no case of any consequence has been reported. During the present century, however, mutiny at sea has again become a common occurrence, not so much with British crews, but with Asiatics. The latest incident has just been reported to the Imperial Merchant Service Guild by its member, Captain G. J. Perks, commanding the steamer *Skerries*, belonging to the Clyde Shipping Company, Glasgow. The *Skerries* left New York bound for Adelaide, carrying a Chinese crew comprised of 26 hands, and from the day of leaving that port acts of insubordination were frequently reported by the officers and engineers. Fully conversant with the provisions of the Merchant Shipping Act, and the measures of protection it affords to seamen, the Chinese know that the most an officer can do is to log them, and this apparently troubles their consciences but little. On one occasion, one of the quartermasters, half dazed from the effects of opium, was noticed by one of the officers to be steering a most erratic course. The latter remonstrated with the man, who thereupon spat at the officer, and assumed an abusive attitude. Such acts as these were almost of daily occurrence in the stoke-hold and engine-room, and after leaving Durban the attitude of the firemen became so threatening that the engineers were unable to exercise any control over them. Orders were wilfully disobeyed, coal was wasted, and it was quickly realised that the Chinese were determined to provoke an open outbreak. It only wanted one of the officers to strike one of them, and immediately there would have been mutiny. The officers and engineers were as fully resolved not to afford them any justification for a downright refusal of duty, as the vessel would then have been absolutely helpless. Ultimately some of the firemen assaulted the third engineer, whilst they also threatened to kill the chief engineer. Matters had now reached such a serious stage that the engineers and officers discussed with Captain Perks the advisability of putting into the nearest port. The men, they said, were wasting the coal, and they would probably not have sufficient to carry them to Australia. After consultation the Captain decided to put back to Mauritius, then 820 miles distant. From that time the engineers deemed it unsafe to enter the stoke-hold, and for their mutual protection they decided to keep six-hourly watches instead of four in order that two would always be on watch together. The vessel's head was turned towards Mauritius on May 21, and until their arrival three or four days later Captain Perks had a most anxious time, remaining without sleep the whole period. A most careful watch was kept over the movements of the Chinese, and the strictest secrecy was observed as to their destination. This precaution, in the light of what was subsequently ascertained, was probably the means of their deliverance. Having 42,000 cases of naphtha and benzine under his hatches, Captain Perks was fearful that the Chinese might contemplate some desperate act, and great was the relief of the officers when the Island of Mauritius loomed up under the cover of night. Knowing that they were then near land, the officers were under the impression that the Chinese first intended open mutiny, afterwards seizing the boats, and perhaps setting fire to the inflammable cargo in the hold. That they contemplated something very desperate was subsequently revealed. Whilst searching the men's quarters, all kinds of skilfully improvised weapons were found. Pieces of bar iron had been sharpened to resemble spears, whilst a dagger was discovered which had been made out of an old file. The latter had two razorlike edges, and looked a very ugly weapon indeed. Nor was this all. In the steward's room they discovered a revolver and fifty cartridges, and it is probable that other members of the crew had been similarly armed. All these discoveries pointed to some very sinister design on the part of the Chinese. Fortunately for the safety of the vessel and the Europeans on board, their plans were thwarted by the Captain putting back to Mauritius, and thus arriving in port two days, at least, before they were prepared to carry their scheme, whatever it was, into operation. At Mauritius the whole Chinese crew of 26 were paid off, and in their place a number of Crooks were engaged. After such a sensational experience, it has caused both engineers and officers to be fully determined never again to sign on a vessel carrying a Chinese crew.

## JAPAN AND AMERICAN LOCOMOTIVES.

The American Ambassador at Tokyo reports to the Department of State by telegram under date of June 25, 1911, that in a recent award of contracts the American Locomotive Company secured orders for five engines for use on the Antung-Mukden division of the South Manchuria Railway and for six engines for use on the Government railway in Korea. The first award represents one-half of a purchase of 10 locomotives of the "10-wheeler" type. The order for the other five has presumably been placed with Beyer, Peacock & Co., an English firm, which competed in the bidding with the American Locomotive Company. The latter company also recently secured a large order for locomotives for use on the Imperial railway of Japan. This latter order calls for 30 of the Pacific type and six of the Mallet type.

## THE MORPHIA AND COCAINE TRADE.

A study of the Customs statistics for 1910 reveals a state of affairs regarding the import of cocaine and morphia that is far from reassuring, namely, the *Peking Daily News*, namely, to confirm the belief that the abuse of the two drugs is on the increase in China. As much as 36,533 ounces of cocaine was sent to China in 1910, as far as the knowledge of the Customs goes. Of this very large quantity, Hongkong imported five-sixths, namely, 29,385 ounces. Germany was also a very heavy importer, being credited with 6,865 oz. Some 175 oz. came from Belgium, 70 oz. from the Russian Pacific ports, and Japan closed the list with 39 oz.

Since the closing of the ports to cocaine, the quantity openly imported has, we are informed, very much decreased, only some 96 oz., being reported by the Customs for the first quarter of this year.

In the case of morphia, China imported 860 oz. in 1910, the principal sources of supply being Great Britain, Germany, Russian, Pacific ports and Russia and Siberia. For the first quarter of this year the amount of morphia imported amounted to 155 oz.

There is little doubt that the use of the hypodermic syringe, especially in the northern parts of China, is not uncommon. Missionaries and other foreigners have reported the prevalence of the morphia habit, and in the case of Manchuria, although the declared import of morphia is quite small, the widespread indulgence in the drug can point to one conclusion, namely, extensive smuggling.

A recent telegraphic dispatch states that the Government of India has decided to object to the proposed increase of revenue from the production of opium, if China is willing to permit the import of morphia and cocaine. We think we are voicing the sentiments of the Chinese Government and the people when we say that the effective regulation of the import of these two drugs by an international arrangement, so as to do away with all chances of smuggling, will be welcomed.

## COINAGE REFORM IN CHINA.

SCHEME MAY BE HALFWAY MEASURE.

The *Japan Times* published the following from its Tientsin correspondent:—  
Popular confidence in official methods of finance is as weak in China to-day as it has ever been. At the present moment a run is in progress on the Provisional Government Bank, and every one is anxious to get out of the bank as fast as possible, and to change it into solid coin. No other native banks are included in the panic, though of course even a temporary suspension of payment by the Government Bank will shake all the others.

The origin of the trouble is a rumour, which sprang "from nowhere" this morning, to the effect that in two or three days the Bank would be closed; the inference was that the Government would then repudiate all outstanding notes. Looked at from a Chinese point of view, such a story is by no means absurd. Private banks do that sort of thing frequently; there has been much talk of making the "Ta Ching Bank" the only Government institution of any sort, closing all others, and officials who will repudiate their own coinage would surely have no scruple about repudiating paper money.

I cannot profess to be deep in the councils of the great foreign banks of the Far East; but my doubts might be resolved, but they seem to have acted with great propriety and overflowing faith when intimating that they are prepared to accept the promised new coinage. The regulations under which it is to be issued are very beautiful on paper. If they are strictly carried out China will soon be supplied with a coinage acceptable all over the Empire and well suited alike to the needs of the large merchant and the small buyer. The only possible objection, however, would be the introduction of a gold standard, and the desirability of that is a matter in dispute among economists.

The crux of the whole lies in "if." As matters stand at present there is no guarantee that the mints will turn out coin up to the legal standard of fineness, or that the Board of Finance will not "hocus" the whole scheme by allowing the market to be flooded with subsidiary coins, on the making of which there will be a large profit. It is very fine to say that the authorities will make regulations for local officials, but it is another matter to enforce them.

No doubt the banks will send home samples of dollars for assay in the future as in the past, but if these are found defective in silver, or if an excess of subsidiary coin has been issued, the defence of the Board of Finance may be predicted in advance. It will be that false colours have been at work. That has repeatedly been made the official excuse for the excessive number of "10 cash" pieces now on the market. Vast quantities have been surreptitiously made and introduced from Japan, and the statement made by the very men who were in charge of mints that ran day and night turning out these coins. They seem to have managed to believe their own lies, which is perhaps not such a very uncommon human trait.

## BASEBALL V. LACROSSE.

That lacrosse is on the decline in Canada no one can gainsay, says an Eastern exchange, quoted in the *Daily Colonist* of Victoria, British Columbia. Professionalism and baseball have combined mortally to wound what we were once proud to call "Canada's National Game." Professionalism has not killed baseball, for this one reason, that no seriously organised attempt has been made to suppress the game. Lacrosse, however, it would have been a herculean task. Baseball is and is the order of the game, with the result that the intense bitterness that has characterised lacrosse has been avoided. But the foregoing is not the only reason for the decline of lacrosse. Another and a prime cause is its requirements. Whereas for virtually a few cents the elementary instruments for playing baseball can be secured, lacrosse involves the expenditure not only of money, but also of a great deal of space. Another drawback is the lack of youthful players. Time was when hundreds of "youngsters" could be seen handling the netted stick and a ball. Now such a thing is a novelty, and when it does occur causes note. All over the land there is a dearth of good young blood. Players are in the professions, or are to be seen, but they are hanging on, although their limbs are stiffening and their breath continually comes in gasps. It is useless to sigh for bygone days. It is useless to moralise over the fact that once played the game, and are now prominent in the country's life, ever for instance, the principal officer in Canada's Army and several members of the country's various Parliaments. It is useless to dwell upon the fact that the game is not encouraged in the public schools as it might have been and should be. It is useless, we say, to dwell on these things.

## MISSING AUSTRIAN ARCHDUKE.

TO RETURN AFTER THE EMPEROR'S DEATH.

One more version of the disappearance of the Austrian Archduke Salvator, better known as Johann Orth, is given by Louise of Tuscany, the ex-Crown Princess of Saxony, in a book which Mr. E. Leigh Nash will publish in September.

The Archduke was Princess Louise's uncle, and she has a vivid recollection of the last occasion on which she saw him.  
"He had had three quarrels with the Emperor Francis Joseph, it is stated, and after one of them he came to Salzburg, where he said to the Archduke Leopold, his brother, and to the Crown Princess herself:  
"I am about to disappear, my dear children. I shall do so in such a manner that no one will ever find me. When the Emperor is dead, I will return, for then Austria will require my services."

The Archduke and the Crown Princess were greatly affected by his words, and at his leave-taking he said, "Never believe that I am dead, for I will return one day and you shall meet again and talk of this."

Johann Orth purchased a sailing vessel, the *Margherita*, and sailed for La Plata with a crew of Italian sailors. At La Plata, he discharged his crew and made arrangements to sail for Valparaiso, with a fresh crew, in July, 1880. From that time neither he nor his vessel has been heard of again.

It is, however, stated in the book that the paid-off crew and also one of the ex-officer officers who had seen the *Margherita* leave La Plata all bore unshakable testimony that the man on the bridge who sailed for Valparaiso was not Orth at all.

## STRAITS SETTLEMENTS (BERTAM) RUBBER COMPANY.

The ordinary general meeting was held last month at Winchester House, Sir West Ridgeway (Chairman) presiding.

The chairman moved the adoption of the report. He said that the operations of the company for the year had resulted in a considerable profit, and while the gross income was considerably larger than that of last year, the net balance on profit and loss account was a little smaller, owing to the higher cost of labour, which they had experienced in common with practically all the other rubber estates, and also to their having changed the profit and loss account with a considerable expenditure on account development. Bearing this in mind and the fact that the price of rubber had fallen very largely during the period, the result must be considered satisfactory. Of the total area of 12,961 acres there were 3,332 acres under rubber, upon which were planted 468,000 trees—an increase of 332 acres and 47,000 trees. The manager's estimate of the production of rubber for the year was 150,000 lb. They were about 6,000 lb. short of that figure—a result which he thought was entirely satisfactory. The strong and also to an outbreak of smallpox. The whole of the production was obtained from under 56,000 trees, a considerable number of which were only brought into tapping during the last few months of the year. He thought they might safely estimate that 15,000 additional trees would come into tapping from now until December, and a further 15,000 trees during the first three months of next year.

With regard to the current year's production, the manager anticipated an output of 200,000 lb. The realisation of this amount depended to a certain extent upon the labour supply, but the board believed that with the arrangements that were being made, there would be an ample supply of tapping coolies available. A considerable portion of this production would be delivered under forward contracts, in respect of which they had still to deliver about 11 tons of rubber at 11s. per lb. during the remainder of this year. This would largely affect their average price of rubber during the next financial year. Every penny added to the average price per lb. resulted in an increase of profit of £833 on the company's estimated output. If they were able to keep their average sale price at the figure at which it appeared in the present accounts there was every indication of a substantial increase in dividend next year.

## FAR EAST TO EUROPE.

PROPOSED NEW FREIGHT TRAIN SERVICE.

A telegram from Harbin published in the *Japan papers* says:  
The Russian Railway authorities contemplate inaugurating a special express service between Europe and the Far East, which will be connected with the German railway. The principal object of the new service is to carry Japanese silk and other valuable merchandise to Germany and other European countries in such a way that the consignments will not be subject to pilfering. These goods are at present forwarded to Europe by steamers.

## THE MARINE INSURANCE MARKET.

THE RIGHT TO CLAIM DISCLOSURE.

It is understood that nearly all the leading underwriters in the London market have now signified their willingness to waive their rights, under the *Gunford* decision, to full disclosure of the amounts effected on steamers, against the risk of total loss only, as far as existing contracts are concerned. At first the market was far from being unanimously convinced of the wisdom of what has been humorously described as "whitewashing the past," but the view has gained ground that it was better to have a new leaf to be turned over when the contracts come forward for renewal than that a certain amount of confusion should be created by using the *Gunford* judgment to cross out in the ledgers contracts already accepted. A large number of owners of their own free will, have chosen to make disclosure to the underwriters of all the sums effected on their vessels, and no betrayal of confidence is involved in saying that some of these disclosures have been of an extraordinary nature. A very able section of opinion, in fact, deliberately holds the view that sooner or later the whole question of the insurance effected on "disbursements" will have to engage the serious attention of owners, brokers, and underwriters. There certainly appears to be a rather a wide gulf between the generous spirit in which marine underwriters conduct their business and the close scrutiny with which managers of other insurance departments scan the risks submitted to them.—*The Times.*

## SINGING IN THE BRITISH ARMY.

Efforts are once more being made at Aldershot to encourage singing among the troops, a custom almost universally practised in foreign armies as tending to keep up a cheerful tone on the march and in camp. The Naval and Military Musical Union has now intimated to the Aldershot authorities an offer of the Smith Dorrien Soldiers' Home to present a cup for an annual singing competition by units, and Lieutenant-General Sir H. L. Smith-Dorrien has directed that steps shall at once be taken to ascertain to what extent units would enter for the proposed competition.

## INTIMATIONS

## HAIR CAME OUT IN COMBFULS

Eight Bare Patches on Child's Head. Skin Rained, Crusted and Irritated. Afraid of Losing All Her Hair.

Cured After Using Box of Cuticura Ointment with Cuticura Soap.

"I am pleased to say my little girl's head is completely cured after using one box of Cuticura Ointment and also washing her head with Cuticura Soap. You would like to know about the case, I am sure."  
"It started first by her hair coming out in combfuls, leaving patches the size of a shilling. The skin looked cracked and crusted and itched very much. Naturally I became very anxious when I saw slight different bare patches on her head. I was afraid she was going to lose all her hair. I tried two well advertised remedies and they did not do good, so I took her to a skin hospital. The doctor told me it was ringworm and to keep her from school, which I did. I attended the hospital with her for seven weeks. I used two large boxes of the ointment which they prescribed, on her head every week and she had to wear a black calico cap. Her poor little face became swollen and red wherever the ointment touched."  
"One day I sent for a box of Cuticura Ointment. After thoroughly cleansing her head of all the old ointment, I started in with the Cuticura. The second dressing, with it seemed to take the irritation away, and soon we saw an improvement. Before had much finished the box of Cuticura Ointment, her head was quite clear and the hair growing over the bald spots. Now her hair has grown thick and long, with plenty of curls. I am so glad to say that Cuticura Soap and a box of Cuticura Ointment are often called 'Sailor's Skin' and 'The World's Best'—London Times, 27th Charterhouse Square. Phot. Free. Booklet on skin diseases."

Chas. J. Gaupp & Co.

Have Just Received a New

Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

&c. &c.

PRINCES' PLATE,

TABLE WARE,

CUTLERY,

FISH KNIVES and FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETs,

RAZORS.

THE BIG CUNARD.

It has always been expected, says a London paper, that the *Aquitania*, the new Cunard, would represent a substantial advance. Therefore the news that she is to be over 900ft. in length, or some 10ft. longer than the two leviathans which the Hamburg-American Company are building, will create no surprise. There is a natural temptation to go one better than your neighbor's biggest ship, and in this case time has been on the side of the Cunard Company. There has apparently been no need for undue haste in finally determining the dimensions of the ship. Consequently there has been the opportunity of pursuing a "wait and see" policy, with decidedly interesting results. In the case of the *Olympic* and the *Titanic* the length over all is 882ft. 9in., and the length between perpendiculars 850ft. The Hamburg-American figure is an advance on these, just as the Cunard figure now carries matters slightly further still.

The 1,000ft. ship has been regarded for some time past as shortly due to arrive. The new Cunard will bring a little nearer to that stage, and will thus emphasize the lesson which is especially being pressed upon the attention of the harbour authorities on both sides of the Atlantic. But while the question of length is an important factor, the determining feature, from the usual standpoint of comparison, is the gross tonnage of the ship. No definite statement is forthcoming as to the probable tonnage of the *Aquitania*, and it is not quite clear as yet what the tonnage of the Hamburg-American liners is to be. Conceivably the Germans may still have the biggest ship in the ordinary acceptance of the word.

An interesting feature of the new Cunard, it is said, will be the utilization by intermediate turbines of the steam from a high-pressure turbine.

We hear, says *Truth*, that Lord Knollys will resign his office as principal private secretary to the King in the course of a few weeks. It was his wish to retire twelve months ago, but he consented to retain his post until after the Convention in connection with the earnest request of the King. Lord Knollys has been a prominent figure at Court for over forty years.

Lord Stamford (Sir Arthur Bigge) will become principal private secretary to the King, with Sir Frederick Ponsonby and Major Clive Wigram as his assistants.









## NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS

THE SAME TO-DAY AS IN

1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, ORAWFORD & CO.,  
and from ALL WINE MERCHANTS.

### NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

### THE Steamship.

"JAPAN,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 12.30 of the 23rd inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.,  
Agents.

Hongkong, 21st August, 1911. [1058]

### NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 9.30 A.M.

All Claims must reach us before the 1st Sept., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 21st August, 1911. [5]

### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

### THE Steamship

"CATHERINE APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 24th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.,  
Agents.

Hongkong, 22nd August, 1911. [1064]

### NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th Aug. at 9.30 A.M.

All Claims must reach us before the 3rd Sept., or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 22nd August, 1911. [5]

### HEALTHY LIFE IN CHINA.

Punch's old and true, but nevertheless true, saying, "Is life worth living?"—That depends upon the liver, applies more to residents in China than to anyone else—only those who suffer know how very much more. And yet there is no reason why this should be so, why a man should not be just as fit in China as in the home country. The majority of those who come out do not regulate life in accordance with the changed conditions of tropical countries. To be well and to keep well requires the greatest care and discipline. In a country like China, where the extreme heat makes so enormous a difference to the functions of the human body, it is essential to life that the requirements of the body should be regulated with more than ordinary care. But if we keep the digestive organs healthy and the nerve machine in good working order, one can be as well and healthy in the tropics as in Piccadilly. And we can do so, for medical science has evolved a substance that, whilst easily digested, contains in happy combination the two vital properties for nourishing the body and for stimulating and feeding the nerves.

Sanatogen, the nerve food, is almost universally recognized by medical men as a true and safe food. Readily digestible—so much so that its use in the acute stage of typhoid fever is practiced by many physicians with a high nutritive value, almost every atom of it being absorbed and assimilated, rich in that necessary element of all the tissues of our body phosphorus. Sanatogen forms at once an almost perfect and complete diet for the low-power system which most residents in China possess. Used in time it will prevent that debilitation of nerves and indulgence of digestion, respiration, circulation, etc., which all dwellers in tropical climates know and dread so much.

Mr. Hall Caine extols its virtues:

"Whitcomb Court,"  
London, S.W.

"My experience of Sanatogen has been that as a tonic nerve food it has no more than one occasion done me good."

Hall Caine

Even when one of the numerous insidious tropical diseases has gained foothold, Sanatogen, according to medical testimony, is a power with which to dislodge the foe, if scientific theory and actual practice in the case of enteric and other fevers have any weight at all. The author of a paper in the *Indian Medical Gazette*, December, 1906, entitled "The Maintenance of Health in Tropical Climates," states this opinion: "For residents in tropical climates suffering from general debility, the best and most readily assimilable food is a combination of casein with glycerophosphates. This cannot be presented as an ordinary mixture, pill, or powder, but for some years past I have used the preparation known as Sanatogen, which is composed of 95 per cent. of pure casein and 5 per cent. glycerophosphate of sodium. I have used Sanatogen on a large scale, and have every reason to be satisfied with the results obtained."

This is only one of over 14,000 written endorsements from physicians. If any further proof were required, it is to be found in the vast number of letters from distinguished men and women who have themselves derived benefit from the use of Sanatogen.

Madame Sarah Grand, the distinguished authoress, writes:

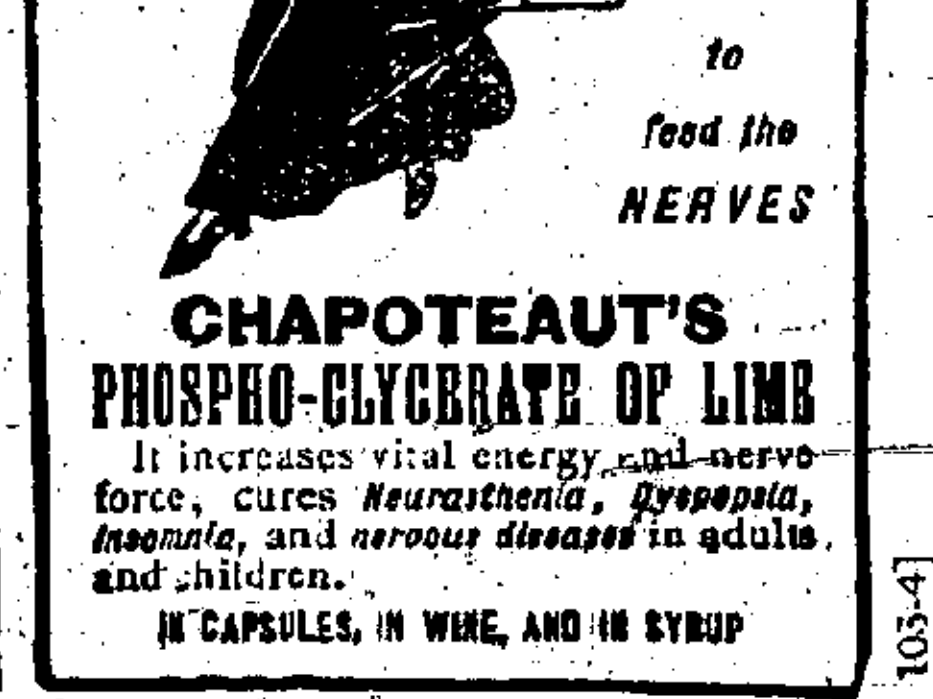
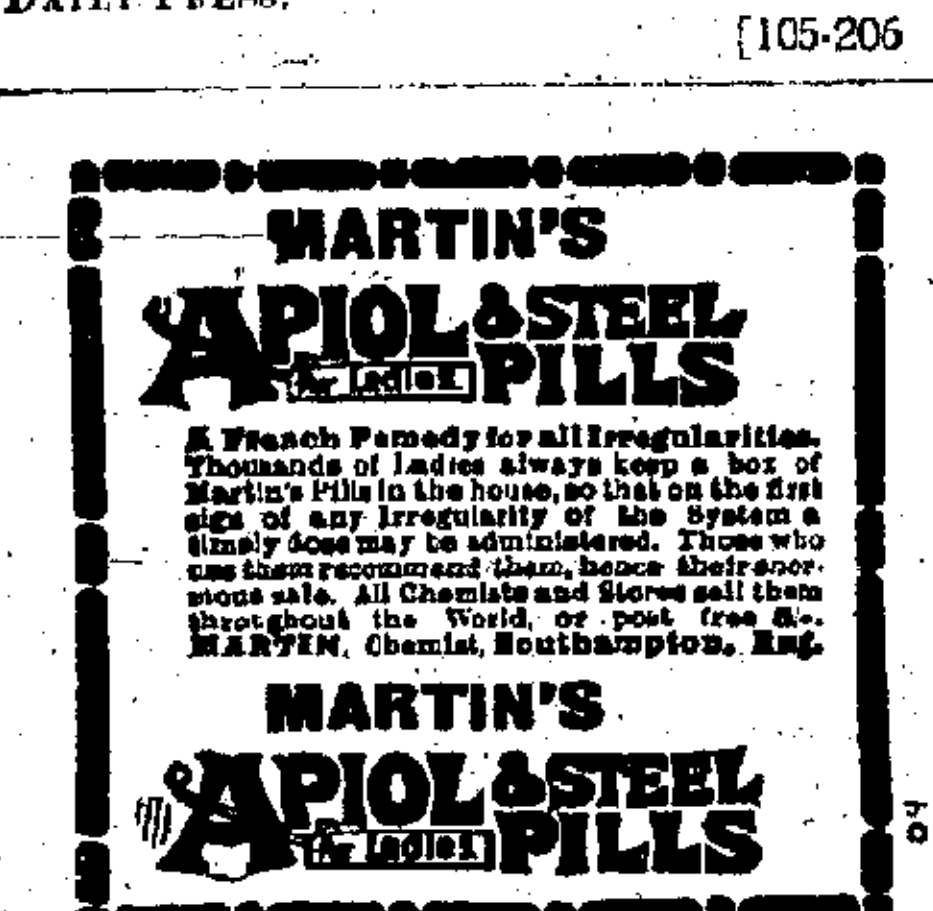
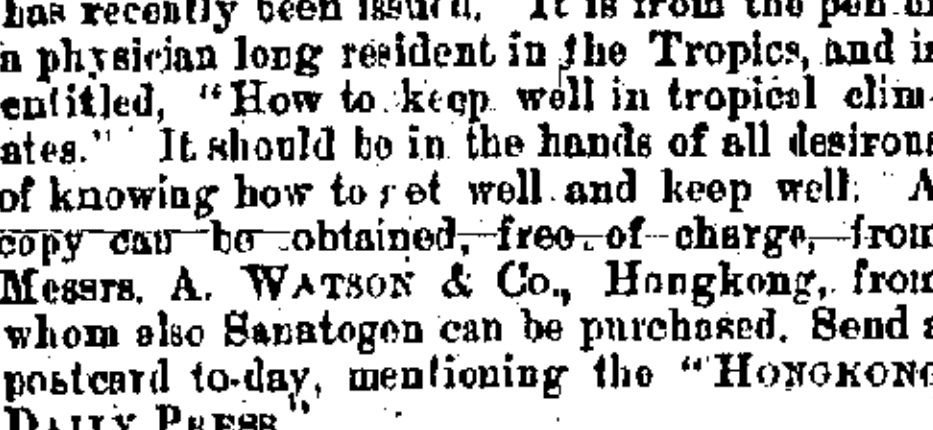
"10, Grove Hill,"  
"Tunbridge Wells."

"I am glad to be able to tell you that Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it after nearly four years' enforced idleness from extreme debility and felt the benefit almost immediately. And now, after taking it steadily three times a day for twelve weeks, I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

Sanatogen, which is a fine white powder, is put up in bottles, and can be obtained from all chemists.

An engrossing booklet, containing matters of vital importance to well-being in the Tropics, has recently been issued. It is from the pen of a physician long resident in the Tropics, and is entitled, "How to keep well in tropical climates." It should be in the hands of all desirous of knowing how to get well and keep well. A copy can be obtained, free of charge, from Messrs. A. Watson & Co., Hongkong, from whom also Sanatogen can be purchased. Send a postcard to-day, mentioning the "HONGKONG DAILY PRESS."

[105-205]



### JAPANESE SANITATION IN WAR.

SOME REMARKABLE FIGURES.

In an interesting article in the *Medical Record* an American army officer discloses some remarkable facts regarding the Japanese losses during the late war which are strikingly different from the other stories which have been told of the extraordinary immunity from disease of the Japanese troops as a consequence of the elaborate precautions taken by the Japanese medical staff.

Lieut.-Col. Charles E. Woodruff, Medical Corps, United States Army, who is now stationed in the Philippines, is the authority for the statements appearing below. He is one of the foremost sanitarians in the world and a brilliant and forceful writer on medical topics.

"Analysis of the Japanese deaths from disease and bullets in their late war," he says in the *Medical Record*, "has been hitherto based on surmises, for little definite information has ever been divulged as to how many soldiers were in the field. From a reliable source it has recently been learned that they have at last given out statistics which permit a more accurate comparison with other wars. The following are the latest official figures:—

Killed and died of wounds	60,542
Died of disease	26,581
Total	87,123
The following had formerly been reported:—	
Killed	47,387
Died of wounds	11,500
Total	58,887
Died of disease	21,788
Total	80,675

"Others had stated that about 29,000 had died of disease, with a total of about 86,000 deaths."

"There were 938,996 under arms during the entire war, with an average strength of 350,000. At the end of hostilities 375,218 were at the front and 213,615 with the lines of communication and bases, a total of 588,833. It has previously been assumed that they had 1,200,000 under arms, and that nearly 800,000 were with the colours at its close, and even that they had an average strength of 800,000."

"From 1861 to 1865 we had about 2,000,000 different men under arms, and much more than 2,500,000 enlistments, counting soldiers who re-enlisted. Considered over 300,000 in the vicinity of Virginia alone, and the armies throughout the country totalled about 1,000,000. That is, our war strength was almost exactly double the Japanese."

"They were actively engaged about eighteen months, their deaths from wounds amounted to 3,364 per month, or, relatively, 3.16 times our monthly battle losses in the forty-eight months of the civil war, when we had 2,123 per month, or a total of 107,039, including a third of the 41,494 who died of unknown causes. This shows how fierce the fighting in Manchuria really was. It had been previously reported also that they had 47,387 killed outright in their eighteen months, while in the whole civil war there were 44,238."

"The Japanese death rate from disease was 1,477 per month, which is 35 per cent. of our civil war rate of 4,215, or a total of 202,339, including two-thirds of the 24,184 deaths from unknown causes. Considered over the fact that they campaigned in a northern climate to which they were unaccustomed and where disease is not a strong factor in the sparse population, while we fought in the South, where the summer climate is enervating to Northerners, and where typhoid, malaria, dysentery, hookworm, and other infections were very prevalent in a dense population, as at present; and considering also that long wars are notoriously sickly, the Japanese results are bad."

Furthermore, there was no science of sanitation in 1865. It is quite evident, therefore, that they found it impracticable to apply modern sanitation at the front, or if they attempted it infections are unavoidable in such unsanitary conditions of living. We really do not know what they did at the very front, for no foreign observers were permitted there. A great deal of nonsense has been written about the superhuman success in preventing sickness, but as a matter of fact, the fact that they campaigned in a northern climate to which they were unaccustomed and where disease is not a strong factor in the sparse population, while we fought in the South, where the summer climate is enervating to Northerners, and where typhoid, malaria, dysentery, hookworm, and other infections were very prevalent in a dense population, as at present; and considering also that long wars are notoriously sickly, the Japanese results are bad."

"Beri-beri" has been reported as one-fourth of all the sickness, and some estimate that 16 per cent. of the soldiers had it. Moreover, though it was formerly reported that there was "only" 236,225 "sick" admitted to hospital, the present official figures are 479,842 for all cases, or more than half the total strength, indicates much illness, even making liberal deductions for the unknown number of wounded, formerly said to be 173,425."

"We have no means of comparing these figures with our own, for one Japanese Surgeon-General reported that their records do not include soldiers treated with the troops, but only those sick enough to be sent to the fixed hospitals. Our statistics are of the sick report, not hospital case and include every soldier exposed from any part of his military duty, even for a sprained wrist or a bruised knee. This is for one of the most important reasons the hospital cases are trivial. As it is very difficult for a soldier to pass a year without several minor illnesses or accidents, preventing duty a few hours, our yearly sick report is always more than the total strength even in garrison, and in war, of course, it is more."

"Every man may be two or three times on sick report in the year without indicating serious illness. But it is fair to presume that the serious cases were about the same proportion in both cases. Some years ago the Japanese reported 27,158 'infectious' cases, whatever that means. It has been stated that in our Spanish war up to September, 1898, we had 22,000 more hospital admissions than the Japanese army of 1,200,000 in their campaign of nearly two years, all of which is now seen to be grossly erroneous. With an average strength of 250,000, we had about 250,000 sick of all grades in four months, but they, with an average strength of 350,000, had nearly half a million serious 'infectious' cases in eighteen months."

"In the Franco-Prussian War the Germans lost 3.37 per cent. by battle and 1.86 per cent. by disease, but the Japanese lost 6.5 per cent. by battle injuries and 2.8 per cent. by disease, and in the long civil war we lost 55 per cent. by injury and 10.1 per cent. by disease. In the Spanish war, 275,717 soldiers, 253, or one-tenth of 1 per cent., were killed, 253, or nine-tenths of 1 per cent., died of disease, and even if we include later deaths which could be laid to the war there were only 1.3 per cent., or 3,681. We do not know whether the Japanese 2.8 per cent. includes these later deaths or only those dying during actual hostilities. In the whole year 1898 we lost 2.60 per cent."

"The diminution of the proportion of deaths from disease to those from injury in the Japanese Army may thus be due to increase of deaths by bullets or decrease of deaths by disease. The

latter has been assumed to be the case, though as an actual fact these latest returns show that the former is the only reason. For instance, considering the battle losses the same in the civil and Japanese wars, for every 100 killed we had 200 die of disease, but they had only 45, two-tenths of our rate, but considering the disease deaths the same in each case, for every 100 such we lost 50 by bullets and they 2.8, or four and one-half times our losses. In a war with few battles the disease deaths may be many times those of battle and yet the army be far healthier than the Japanese. That is why our Spanish war cannot be compared with the Japanese, with its twenty-one big battles and fifty little ones."

"It is better to take the civil war, where our monthly battle losses were approximately 1,000 soldiers, compared to the Japanese 3 and our disease losses 2 per 1,000, and the Japanese 1.5. In the Spanish war the troops were in campaign average of about six months, at a very low estimate, and it is safe to say that in that time the monthly losses were 1.5 per 1,000, or exactly the Japanese rate, and this in spite of campaigning where there were epidemics of yellow fever, dysentery, and malaria."

"The official figures are vastly different from the wild assertions made in the beginning of the Japanese conflict, as to their revolution of warfare by the total elimination of disease. While certain journalists and doctors have been foaming at the mouth over the losses in our Spanish war in epidemic tropical territory, they have nothing but hysterical praise for the Japanese who now acknowledge identical losses in northern, healthier country, and who should have had far less, for our Boxer campaign in 1900 in similar circumstances was far less deadly. As it has been repeatedly shown that practically all our losses were due to disease, and necessarily many times the deaths from bullets, any further statements that this comparison alone indicates worse conditions than the Japanese are disgusting misinterpretations. It has been remarked that there were 'nearly 24 Japanese battle casualties to 1 from disease,' while we had 'nearly 14 from disease to one from casualties,' and the writer asked, 'was there ever before such a record of disaster?' His figures merely show that they had 35 times as many deaths from disease as we had, and as to disease, if it was a disaster, a subject we cannot discuss for some years."

"The matter is now becoming even worse. Military observers have reported wide-spread neglect of ordinary sanitary precautions among the Japanese, and such as would have wiped out troops in the tropics, as in the French Madagascar campaign, where 5,600 died of disease and only 101 were killed by the enemy, for they had had sanitation and no battles. In some respects the Japanese results were worse than the Russian, particularly in the percentage of recoveries due to poorer hospital facilities. As a matter of fact, they prepared the final reports on both sides, which now seem destined to show that the Russian losses were less in every respect. The contrary is now so generally believed that it is doubtful whether the official figures will have the least effect in dispelling the curious delusion as to Japanese superiority."

"Nothing is yet known as to the exact proportion of killed to wounded or the percentage of combatants killed, but from what is known in a general way the proportions on both sides are about the same as in other wars—one killed to four wounded—but it is believed that the Japanese had the higher percentage of both classes. Modern weapons have not altered these results of battle. The Japanese were more reckless and sacrificed men unnecessarily. The whole campaign against Port Arthur is now said to have been as unnecessary as it would have been for us to have besieged Havana in 1895."

"On account of the smaller bullet and the immediate use of aseptic first-aid dressings, the number of wounded who recover is rapidly increased nowadays. There were probably about as many wounded in the civil war as in the Japanese side in their late war, yet we lost 49,731, or about one-fourth of them, while as far as known, the Japanese lost only 12,000 or 13,000, or about one-fifth of theirs. Modern surgery saves many more, too, but it is now more than suspected that the Russians saved more of their wounded than the Japanese did, and our results with the few wounded in the Spanish war were better than both."

"It is thus seen how unsafe it was to praise the Japanese and condemn the Russians before we knew their results. With this record of nearly half a million serious cases crowded into numerous huge hospitals of a force averaging only 350,000, what should we say of the statement that the Japanese 'have proved, as has never been done before, that preventable diseases among the ranks of soldiers can be eliminated?' As they are human, war is the same with them as it ever was with us, and ever will be—hell."

"The original mistake was due to our ignorance of the wonderful Japanese ability to conceal military secrets. It was a vital necessity to hide their weaknesses and losses. They were numerically superior to their opponents until the very last, for it required eighteen months to transport the big Japanese army across thousands of miles over a single-track railroad. The Russians were not strong enough to fight except defensively until the armistice, and as they were rapidly becoming stronger and the Japanese weaker, it does not require any military knowledge to predict the result if they had ever been permitted to fight it out. We would now be praising the other side, for nothing succeeds like success."

"The point for our present purpose is to advise men that the Japanese hid their losses, even a battleship's sinking was not known until after the war, and allowed civilian correspondents and medical observers to 'see' a part and telegraph false news to deceive the enemy. It was magnificently—and war, too; it may have had much to do with ending the war when they had had enough."

"The psychology of war is beautifully illustrated by the public opinion which applauded the efforts to end 'the slaughter of the Russians' during the very time the Japanese were suffering the most. We were convinced that the Russians, though the numerical superiors, were being whipped by the little under dog. Our sporting instinct was aroused. Clergymen even stated that God was on the side of the weaker battalions, so we stepped in to frustrate the Almighty. He who now thinks that we could check the Aryans—who are guiding the Russian Empire does not know the probability of the losses of soldiers being perished in Siberia, now that a double-track railroad is soon to be available."

"Public opinion is notoriously fickle, and we may confidently predict a revolution of feeling towards the outnumbered Russians who conducted a magnificent campaign. As soon as we learn the grandeur of the Russian achievements, both medically and strategically, Russia's position of temporary hegemony fostered by some of our citizens. The individual soldier was splendid, as always has been. He is the most auburn defensive fighter in the world, and for that reason his retreat before overwhelming numbers was slow."

## SPECIAL BARGAINS

TO CLEAR, FOR—

## NEW STOCK

	SELLING PRICE.	FORMER PRICE.
AUTO-RACHALS	\$1,100	\$1,500
AUTO-MANUAL	\$ 800	\$1,000
RACHALS	\$ 550	\$ 800
BRINSMEAD	\$ 500	\$ 775
WERNER	\$ 405	\$ 600
KRAUSS	\$ 400	\$ 625
WERNER	\$ 395	\$ 575
CHALLENGER	\$ 385	\$ 525
SCHIEDMAYER	\$ 350	\$ 600

## ROBINSONS.

1734

### LONDON TRAFFIC PROBLEM.

Superintendent Basson, Chief of the Metropolitan Public Carriage Department, gave evidence on behalf of the Home Office recently before the Committee of Peers entrusted with the County Council's Tramways and Improvement Bill. Whenever there was a proposal to construct additional tramways, he said, it was increasingly necessary to see that the roads and footpaths were wide enough and the gradients not too severe. Owing to the growth of the suburbs the traffic problems of the Metropolis were multiplying and becoming worse. Not only was the population increasing, but people were living further and further away from the centre of the town, with the result that many suburban places which only a few years ago were almost rural were now quite difficult to reach. At the same time the rush from the outskirts to the centre in the morning and back again at night was greater than ever along the highways, partly because the people in the Metropolis as a whole had multiplied and partly because the electric tram-cars were extremely popular. All these new conditions added to the danger of the streets. There were 367 persons killed and 17,500 injured by street accidents in the Metropolitan area last year, and it was clear that as far as at least the suburbs were concerned the present conditions were good enough a few years ago were quite insufficient now.

### THE PORTUGUESE REPUBLIC'S FUTURE.

CAUSES OF PRESENT UNREST.

The most careful observers of the Portuguese situation, says a London paper, are by no means convinced that everything is as tranquil in the new Republic as the asseverations of those friendly to it would suggest. It is possible that there is in the most liberal senses some appearance of the "complete tranquillity" which the telegrams so often record. That is to say, the Minister responsible for the internal order of the country may not, during the day, on which such telegrams are despatched, have received any information which renders it positively untruthful to make such a statement.

The procrastination of the Powers in regard to the recognition of the Republic is a fair indication that the Republic is not yet as firmly seated as it might be. The British Foreign Office, it may safely be taken, is not uninformally as to the position of affairs, and it doubtless knows that a condition of stability which would justify definite action has not yet been attained. The Spanish Foreign Office also, which is conducted just at present with a vigour and ability which exceeds that which has characterised it for a very long time past, is also probably well informed, and it has just announced that it is waiting on the decision of Great Britain.

The paucity of real information, the constant alarms, the mobilisation of something over 40,000 troops on the frontiers, the constant dread of Captain Couceiro's ability, all these significant facts tend to show that the present Portuguese Government fear the small at Royalist success on the frontier, and that they are mistrustful of what might be the attitude of the internal population in such an event. It is certain, too, that in the person of Captain Couceiro the Royalists have a leader of real personal ability and magnetism and considerable military qualities, who is not likely to make any mistake should the fortune of war give him the initial advantage.

### As a Rule

you find that the longer people have used it, the less inclined they are to go without it.

**Calvert's**  
Tooth Powder

They know—they can tell from their teeth—how well the dentifrice does what they want, that food particles are never allowed to accumulate round teeth which are kept so beautifully clean. Then it contains the antiseptic properties needed, and it polishes without scratching the enamel, and is distinctly pleasant to use. Your local Chemist or Store is sure to stock and sell it.

F. C. CALVERT & Co., Manchester, Eng.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

## SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., Ltd.

902

### VISITORS AT HOTELS.

#### HONGKONG HOTEL.

Mr. & Mrs. W. Blackwell	Miss Meneses
Mr. H. Brackwell	Mr. T. J. McDonald
Mr. W. F. Bruck	Mr. & Mrs. F. E.
Mr. B. G. Butler	McNigh
Mr. G. R. de Chazandres	Dr. O. Marriot
Mr. J. D. Cavendon	Dr. & Mrs. Mendler
Mr. A. D. Cavendon	Mr. E. V. Mitchellmore
Mr. J. Y. Chinn	Mr. W. North
Mrs. L. Clark	Mr. V. D. Oettinghal
Mr. C. J. Colley	Mr. W. W. Payne
Mr. N. K. Davidson	Mr. Ernest H. Pond
Mr. W. C. Drew	Mr. A. T. Pritchard
Mr. & Mrs. G. L. Duncan	Mr. J. W. Ralston
Mr. J. W. Eames	Capt. F. Rafon
Mr. A. F. Pearson	Mr. E. H. Ray
Mr. H. Feimston	Miss F. Reay
Mr. & Mrs. F. Fills	Mr. C. B. Robinson
Mr. H. G. Fisher	Mr. A. W. Schneider
Mr. E. Geier	Mr. H. H. Solomon
Mr. & Mrs. A. Grataana	Mr. C. S. Spalding
Mr. W. Gassmann	Mr. C. S. Sp yr
Mr. V. Gouboulong	Mr. C. H. Spittle
Mr. & Mrs. Haessloop and family	Mr. J. Spitt's
Capt. T. P. Hall	Mrs. St utters
Mr. A. Parrieon	Miss Struthers
Mr. E. A. Howett	Mr. Struthers
Mr. & Miss E. J. Holmes and infant	Mr. & Mrs. S. Seare
Dr. Spencer Hough	Mr. & Mrs. C. E. Staines
Capt. R. Innes	Mr. M. L. Thompson
Mr. A. Kruse	Mr. J. M. di Villa
Mr. B. M. Joseph	Mr. E. J. Waterman
Mr. H. P. Maier	Mr. & Mrs. Whitman
Mr. & Mrs. Meneses	and child
	Mr. Zeno



## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

ON 28th AUGUST, 1911.

[Messrs. LITTLE AND EVATT'S LIST]		
Non. Value.	Buyers.	Sellers.
2a Allagar	3-2	3-9
2a Allagar Options	3-5	1-3
2a Anglo-Johore	3-5	4-9
2a Anglo-Malay	7-3	9-4
2a Anglo-Sumatra	16-6	17-6
1 Ayer Kuning	13-3	17-4
1 Bantong	41-3	48-9
2a Batin Malaka	1-10	2-2
2a Batu Caves	22-0	23-8
1 Batu Tiga	7-0	7-9
1 Buntar Borneo	15-6	16-2
1 Bukit Kajang	37-3	38-6
1 Bukit Lintang	7-3	8-0
2a Bukit Mertajam	2-3	2-6
2a Bukit Rajah	22-0	24-0 x div.
2a Bukit Selat	1-10	2-2
2a Carey United 5s. p.d.	5-5	10-5 pm
1 Castledale	10-6	11-6
2a Chersonese	3-4	3-6
2a Chimpun	1-3	1-4
2a Cicely Ord.	3-4	3-9
2a Consolidated Malay	15-7	17-4
2a Damansara	10-11	12-6 x div.
1 D. Malacca	22-6	26-6
2a D. Malacca	7-10	7-11
2a Federated Selangor	19-0	21-0
2a G. Lang Bazar	4-10	5-6
2a G. Lang Bazar	7-5	8-5
1 Golden Hope	7-6	8-7
1 Harjoep	17-5	18-10
1 Harjoep	17-5	18-10
2a Harjoep	3-10	3-11
2a Harjoep	8-0	8-7 x div.
1 Harjoep	18-5	20-5
2a Harjoep	1-1	1-2
2a Harjoep	11-9	12-9
2a Harjoep	9-9	11-6
2a Harjoep	2-9	3-3 pm.
2a Harjoep	4-9	5-6
2a Harjoep	14-13	15-13
2a Harjoep	10-13	11-13
2a Harjoep	2-4	2-3
2a Harjoep	12-9	13-5
2a Harjoep	8-6	9-6
2a Harjoep	6-5	7-6
2a Harjoep	5-5	6-5
2a Harjoep	20-4	21-6
2a Harjoep	39-9	42-6
2a Harjoep	9-9	10-9
2a Harjoep	9-12	10-12
2a Harjoep	16-6	18-6
2a Harjoep	16-6	18-6
2a Harjoep	3-3	3-6
2a Harjoep	1-1	1-5
2a Harjoep	52-6	51-3
2a Harjoep	27-6	28-6
2a Harjoep	41-4	45-3 x div.
2a Harjoep	3-3	4-1
2a Harjoep	6-4	7-4
2a Harjoep	20-4	22-6
2a Harjoep	2-4	3-4
2a Harjoep	25-4	30-6
2a Harjoep	20-5	22-7
2a Harjoep	25-9	27-6
2a Harjoep	9-9	9-9
2a Harjoep	40-4	45-4 x div.
2a Harjoep	20-4	20-4
2a Harjoep	5-3	4-3
2a Harjoep	70-8	81-3 x div.
2a Harjoep	48-9	57-6 x div.
2a Harjoep	3-6	4-3
2a Harjoep	5-3	5-6
2a Harjoep	91-3	102-6 x div.
2a Harjoep	8-3	9-4
2a Harjoep	63-9	72-6
2a Harjoep	9-7	10-9
2a Harjoep	23-9	27-6
2a Harjoep	66-9	73-6 x div.
2a Harjoep	10-9	10-9
2a Harjoep	15-6	20-4
2a Harjoep	3-6	3-6
2a Harjoep	9-9	9-9
2a Harjoep	88-9	97-6
2a Harjoep	22-4	25-7
2a Harjoep	6-9	7-7
2a Harjoep	-6	-3
2a Harjoep	-1-10	-2-4
2a Harjoep	37-3	38-6 x div.
2a Harjoep	81-45	1-50
2a Harjoep	34-00	36-00
2a Harjoep	0-50	0-70
2a Harjoep	1-57	1-62
2a Harjoep	3-45	3-55
2a Harjoep	8-25	9-00
2a Harjoep	8-10	10-00
2a Harjoep	0-55	0-65
2a Harjoep	4-25	4-50
2a Harjoep	2-50	3-00 pm
2a Harjoep	2-50	3-00
2a Harjoep	1-25	1-30
2a Harjoep	6-00	7-25
2a Harjoep	5-00	6-00
2a Harjoep	0-22	0-27
2a Harjoep	2-90	2-75
2a Harjoep	2-50	2-75
2a Harjoep	1-50	1-60
2a Harjoep	0-50	0-60
2a Harjoep	1-25	1-40
2a Harjoep	1-95	2-10
2a Harjoep	5-25	5-35
2a Harjoep	0-27	0-32
2a Harjoep	9-50	9-75
2a Harjoep	1-10	1-15
2a Harjoep	27-00	27-51
2a Harjoep	52-50	52-50
2a Harjoep	0-35	0-45
2a Harjoep	8-50	9-75
2a Harjoep	17-00	18-00
2a Harjoep	10-00	10-50 x div.
2a Harjoep	0-75	0-90
2a Harjoep	16-00	16-00
2a Harjoep	0-50	0-60
2a Harjoep	4-00	4-25
2a Harjoep	0-70	0-80
2a Harjoep	0-50	0-55
2a Harjoep	1-10	1-15
2a Harjoep	81-00	130-00

WITH DOG AND GUN IN THE NEW TERRITORY.

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

## SHANGHAI SHARE QUOTATIONS.

ON 16th AUGUST, 1911.

[J. P. Bisset &amp; Co.'s List.]

COMPANY.	PAID UP	QUOTATION
Banks.—		
Hongkong & Shanghai National of China.....	\$125 28	\$940, buyers \$80, sales
Russo-Chinese .....	{ R197 1/2 T125	{ Tls. —
Insurance:—		
United Society of China .....	\$100	\$825, buyers
North-China .....	25	Tls. 107 1/2, sellers
Yangtze Assoon. ....	\$60	\$215, buyers
Canton .....	\$50	\$210
Hongkong Fire.....	\$50	\$335, buyers
China Fire.....	\$20	\$122, buyers
Shipping:—		
Indo - China ( pref. ) .....	25	Tls. 48, sales & b.
Shell Trans. Corp. ( pref. ) .....	210	211.00, nom.
& Trading ( pref. ) .....	210	Tls. 20, sellers
Shanghai Lighter ... ( pref. ) .....	T50	Tls. 40, sellers
Koehlin Transportation & Tow-Boat .....	T50	Tls. 30, sellers
Docks & Wharves:—		
Shanghai Dock & Eng'g. ....	T100	Tls. 51, buyers
H. & W. Dock .....	\$50	Tls. 37, sellers
S. & New Wharf. ....	T100	Tls. 90
H. K. Dock Co. V. & G. ....	\$50	\$50
Yangtze .....	T100	Tls. 130
Mining:—		
Bank Australia .....	21	\$2.
Chinese Eng. & Min. ....	21	Tls. 142, sales
Lands:—		
Shanghai Investment Co. ....	T50	Tls. 80 1/2, buyers
H'kong Investment .....	\$100	\$90, buyers
Humphreys' Estate .....	T10	\$60 1/2, buyers
Welldoel .....	T20	Tls. 44, sales
China .....	T50	Tls. 50, nom.
Anglo-French .....	T100	Tls. 02 1/2, buyers
Plantations:—		
Alva Estates, Ltd. ....	21	Tls. 71, buyers
Ayer Tawah Rubber .....	T7 1/2	Tls. 01
Chempedak .....	21	Tls. 12
Dominion Rubbers. ....	T10	Tls. 25, sellers
Kulnapong Rubber .....	T10	Tls. 12, buyers
K. Java Plantation, Ltd. ....	T1	Tls. 4, sales
Sonwang Rubber .....	T5	Tls. 24, sellers
Shanghai - Sumatran .....	T20	Tls. 05 1/2, sales
T. R. & T. Estate Co. ....	21	Tls. 12 1/2
Cottons, etc:—		
Internationale .....	T50	Tls. 80, sales
Internationale .....	T75	Tls. 42 1/2, sales
Laon Kiang Mow ...	T100	Tls. 61
Soy Chees .....	T50	Tls. 23, buyers
Shanghai Cotton .....	T50	Tls. 51
Eastern Fibre .....	210	Tls. —
Industrial:—		
A. Butler Cement, Tilo Works .....	T50	Tls. 23, buyers
Anglo-Cor. Brewery .....	\$100	\$72, sales
China Flour Mill ...	T50	Tls. 20, buyers
China Flour & Bk. Co. ....	T100	Tls. 70, sales
C. Sugar Refining .....	\$100	\$14, buyers
Green Is. Cement.....	\$10	\$14, buyers
Matschappij, &c., in Langkat .....	Gs. 10	Tls. 85, buyers
Majors Brothers .....	T50	Tls. 25, sellers
Shanghai Oil & Bone Mills, Ltd. ....	T50	Tls. 10, sellers
Shanghai Electric Construction .....	210	Tls. 51 1/2, buyers
Shanghai Electric & Asbestos .....	\$25	\$21, sales
Shanghai Gas .....	T50	Tls. 105
Shanghai Ice .....	T25	Tls. 12
Shanghai Paper & Pulp .....	T100	Tls. 22, sellers
Shanghai Waterworks. ....	220	Tls. 38 1/2, sellers
Stores:—		
H. H. Holtz .....	\$20	\$18 1/2, sellers
J. Lowell .....	\$60	\$35, sales
A. S. Watson & Co. ....	\$10	\$5 1/2, buyers
Central Ordinary .....	\$15	\$10, buyers
Central Founders .....	\$50	\$40
S. Weeks & Co. ....	\$20	\$24, buyers
Lane, Crawford & Co. ....	\$100	\$115, sales
Dunning & Co. ....	\$50	\$24, sales
Hotels:—		
Astor House Hotel .....	\$25	\$11 1/2, sellers
Hongkong Hotel Co. ....	\$50	\$ —
Hotel des Colonies .....	T12 1/2	Tls. 4, sellers



## AVERAGE MARKET PRICES.

The Prices are given in Dollars Cent.

Bazaar Market.

August 17th, 1911.

Meat Market.

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## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE &amp; PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
SUVERIO	11,000	F. S. Cowley	1st September.
KUMERIC	11,000	G. B. McGill	26th September.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE STREET.

TELEPHONE No. 780.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM CALCUTTA:

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILINGS.

COPENHAGEN AND BALTIC PORTS "YEDDO" About 20th Sept.

SHANGHAI, YOKOHAMA, KOBE &amp; MOJI "CANTON" About 17th October.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WILK &amp; CO., CHINA AGENTS, AKTIEBOLAG.

YORK BUILDINGS TOP FLOOR.

Fruit Market.

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## THE DOMINION NAVIES.

THEIR STATIONS AND THEIR FLAGS.

RELATIONS WITH FOREIGN POWERS.

Ottawa, July 28.

Sir Wilfrid Laurier presented to the House of Commons to-day the defence scheme as agreed upon by the representatives of Great Britain and the Overseas Dominions, and adopted by the Imperial Conference. The Premier read a cable message from Mr. Harcourt to Lord Grey, in which the Colonial Secretary stated that he had consented to the presentation of the report to the Canadian Parliament in deference to Sir Wilfrid Laurier's wishes, and that he had notified Mr. Fisher. It is generally understood here that the reason Sir Wilfrid Laurier pressed for this is the imminence of the dissolution of the Canadian Parliament.

TEXT OF THE MEMORANDUM.

The memorandum is as follows:

I.—The naval services and forces of the Dominions of Canada and Australia will be exclusively under the control of their respective Governments.

II.—The training and discipline of the naval forces of the Dominions will be generally uniform with the training and discipline of the Fleet of the United Kingdom, and by arrangement the officers and men of the said forces will be interchangeable with those under the control of the British Admiralty.

III.—The ships of each Dominion naval force will be at the disposal of the white ensign as the symbol of the authority of the Crown, and at the Jack staff the distinctive flag of the Dominion.

IV.—The Canadian and Australian Governments will have their own naval stations as agreed upon from time to time. The limits of the stations are as described in Schedule A (Canada) and Schedule B (Australia).

V.—In the event of the Canadian or Australian Government desiring to send ships to a part of the British Empire outside their own naval stations they will notify the British Admiralty.

VI.—In the event of the Canadian or Australian Government desiring to send ships to a foreign port they will obtain the concurrence of the Imperial Government in order that the necessary arrangements with the Foreign Office may be made, as in the case of ships of the British Fleet, in such time and manner as are usual between the British Admiralty and the Foreign Office.

VII.—When the ships of the Dominions are at a foreign port a report of their proceedings will be forwarded by the officer in command to the Commander-in-Chief of the station or to the British Admiralty.

VIII.—An officer in command of a Dominion ship, so long as he remains in a foreign port, will obey any instructions he may receive from the Government of the United Kingdom as to the conduct of any International matters that may arise, the Dominion Government being informed. A commanding officer of a Dominion ship having to put into a foreign port without previous arrangement on account of stress of weather, damage, or any unforeseen emergency, will report his arrival and reason for calling to the Commander-in-Chief of the station or to the Admiralty, and will obey, so long as he remains in the foreign port, any instructions he may receive from the Government of the United Kingdom as to his relations with the authorities, the Dominion Government being informed.

IX.—When a ship of the British Admiralty meets a ship of the Dominion the senior officer will have the right of command in matters of ceremony, of international intercourse, or where united action is agreed upon, but will have no power to direct the movement of ships of the other Service unless the ships are ordered to co-operate by mutual agreement.

X.—In foreign ports, the senior officer will take command, but not so as to interfere with orders that the junior officer may have received from his own Government.

XI.—When a Court-martial has to be held by a Dominion and a sufficient number of officers are not available in the Dominion Service at the time, the British Admiralty, if requested, will make the necessary arrangements to enable a Court-martial to be held. Provision will be made by Order of His Majesty in Council and the Dominion Government will define the conditions under which the officers of the different services are to sit on joint Courts-martial.

XII.—The British Admiralty undertakes to lend to the Dominions during the period of development of their services, under conditions to be agreed upon, such flag officer and other officers and men as may be needed. In their selection preference shall be given to officers and men coming from or attached to the Dominion, but they should also be volunteers to the Services to which they are assigned in their respective forces.

XIII.—The service of officers of the British Fleet in the Dominion naval forces, or of officers of those forces in the British Fleet, will be in all respects for promotion, pay, retirement, &amp;c., as service in their respective forces.

XIV.—In order to determine all questions of seniority that may arise, the names of all officers will be shown in the Navy List and their seniority determined by the date of their commission, whichever is the earlier in the British, Canadian, or Australian Service.

XV.—It is desirable in the interest of efficiency and co-operation that arrangements should be made from time to time between the British Admiralty and the Dominions for ships of the Dominions to take part in fleet exercises, or for any other joint training considered necessary, under the senior naval officer. While so employed the ships will be under the command of the officer in command, but, however, interfere in the internal economy of the ships of another Service further than may be absolutely necessary.

XVI.—In time of war, when the naval Service of a Dominion or any part thereof has been put at the disposal of the Imperial Government by the Dominion authorities, the ships will form an integral part of the British Fleet and will remain under the control of the British Admiralty during the continuance of the war.

XVII.—The Dominions having applied to the naval forces the King's Regulations, Admiralty Instructions, and the Naval Discipline Act, the British Admiralty and the Dominion Governments will communicate to each other any changes which they propose to make in these Regulations or that Act.

SCHEDULE A (CANADA).

The Canadian Atlantic Station will include the waters north of 30deg. North latitude, and west of meridian 40deg. West longitude.

The Canadian Pacific Station will include the waters north of 30deg. North latitude, and east of meridian 180deg. longitude.

SCHEDULE B (AUSTRALIA).

The Australian Naval Station will include the waters north of 25deg. East longitude by parallel 13deg. South latitude to 12deg. East longitude, thence north to 11deg. South latitude, thence to the boundary with Dutch New Guinea on the south coast in about longitude 141deg. East, thence along the coast of British New Guinea to the boundary with German New Guinea in latitude 8deg. South, thence east to 155deg. East longitude.

On the east by the meridian of 155deg. East longitude to 15deg. South latitude, thence to 23deg. South latitude on the meridian of 170deg. longitude, thence south to 32deg. South latitude, thence west of the meridian of 160deg. East longitude, thence south to 32deg. South latitude, thence west of the meridian of 95deg. East longitude. —The Times.

## THE SIBERIAN ROUTE.

At the request of numerous traders and others, the Paris Temps has been inquiring from the French Under-Secretary for Posts why printed matter, papers, and samples destined for the Far East are sent by the sea route via Suez or Yancoo instead of being sent by the Trans-Siberian railway, a route three times as rapid. The reply from the Under-Secretary's Office was, of course, to the effect that, owing to the high tariffs imposed by the Russian administration for the transport of postal correspondence by the rail route, it had been decided to send only letters and postcards by this road. It is added, however, that the French postal administration is making efforts to put an end to this anomalous and absurd situation. Very active representations have been made to St. Petersburg with a view to obtaining a reduction of the rates for postal communications, but so far without success. Our contemporary understands that both the German and English Governments have taken similar steps, and with a little success. It should surely be possible, says a Paris contemporary, for the three postal services to bring still greater pressure to bear on the Russian authorities, in order that this serious inconvenience to international trade may be speedily established.

## SHIPPING IN PORT.

STEAMERS.

ANAKI MARU, Japanese str., 1,740, Nakaric.

22nd August—From Port Arthur. Coal—Mitsui Bussan Kaisha.

BENGOLE, British str., 2,559, M. W. Guy, 20th.

Aug.—Singapore 15th August, General—Gibb, Livingston &amp; Co.

BORNEO, German str., 1,344, F. Sonbitt, 17th.

Aug.—Saradan 12th Aug. Timber and General—Melders &amp; Co.

CATHERINE ARCA, British str., 1,800, L. C. Townsend, 22nd August—Singapore 17th.

Aug.—David Sassoon &amp; Co.

CHONGSHING, British str., 1,259, V. Liddell, 21st Aug.—Tientsin and Ports 15th Aug.

General—Matheson &amp; Co.

CHENAY, British str., 1,350, W. Lloyd Jones, 21st Aug.—Shanghai 17th Aug. General—Butterfield &amp; Swire.

CHINA, American str., 3,185, Emory Rice, 22nd.

Aug.—San Francisco 26th July, Mails and General—P. M. S. N. Co.

CHINKANG, British str., 1,229, Kay, 16th Aug.

—Moji 9th August, Coal—Butterfield &amp; Swire.

CHIVUS, Chinese str., 1,828, Wm. Jamieson, 19th.

Aug.—Shanghai 16th August, General—C. M. S. N. Co.

CHOIRING, German str., 1,018, F. Bruhn, 20th.

Aug.—Bangkok 13th August, Rice—Butterfield &amp; Swire.

DRIFAT, Norwegian str., 1,102, J. Bing, 17th.

Aug.—Bangkok 9th and Swatow 16th.

General—Kin Tay Loong.

GERMANIA, German str., 1,714, H. Frandsen, 7th August—Yokohama 30th July, Coal—Jensen &amp; Co.

GOLDMOUTH, British str., 4,853, J. M. Evans, 22nd August—Singapore 16th August, Petroleum—Order.

GOODWIN, British str., 2,329, A. W. Peters, 20th August—Karatia 14th August, Coal—Butterfield &amp; Swire.

HONG WAN L, British str., 2,050, Hainsworth, 16th August—Singapore 11th August.

General—Joo Tek Sing.

HUICHOW, British str., 1,257, G. Hooker, 21st.

Aug.—Tientsin and Swatow 20th Aug. General—Butterfield &amp; Swire.

JAPAN, British str., 3,806, A. Stewart, 19th.

Aug.—Calcutta and Straits 11th Aug. General and Opium—David Sassoon &amp; Co.

JESERIC, British str., 1,234, White, 6th August.

—Keelung 2nd August, General—Bank Line, Ltd.

LAURET, British str., 2,904, I. Taylor, 21st.

Aug.—Singapore 16th August, General—Butterfield &amp; Swire.

LOOKS SANG, British str., 1,192, G. W. G. Leask, 21st August—Manila 13th August.

General—Jardine, Matheson &amp; Co.

MARIE RICKMERS, German str., 2,256, A. Rupp, 21st August—Hamburg 18th June, General—Order.

NIPPON, Austrian str., 4,015, E. Tarnobols, 22nd August—Kobe 12th Aug. General—Sunder, Weller &amp; Co.

PHILAN, British str., 1,020, Reher, 16th August—Bangkok 9th August, Rice—Butterfield &amp; Swire.

QUINTA, German str., 1,234, Schlegel, 19th.

Aug.—Hohow 18th August, Rice—Siemens &amp; Co.

QUITO, British str., 2,152, S. W. C. Dougal, 18th August—Cardiff 27th June, Patent Fuel—Government.

SAMSEN, German str., 998, R. Peterson, 10th.

Aug.—Bangkok 1st August, Rice and Wood—Butterfield &amp; Swire.

SATSUNA, British str., 2,680, Koir, 8th Aug.

New York and Singapore 31st July, General—Doddwell &amp; Co.

SAXONIA, German str., 2,782, T. Stehr, 12th.

Aug.—Daly 7th August, General and Coal—Hamburg-Amerika Linie.

SIAM, British str., 992, Robt. A. Beners, 8th.

Aug.—Shanghai 4th August—Asiatic Petroleum &amp; Co.

SINERIA, American str., 5,655, A. Zeeder, 20th.

Aug.—San Francisco 18th July, Mails and General—P. M. S. N. Co.

SUNGKIANG, British str., 987, M. Mathias, 19th.

Aug.—Haiphong 17th Aug. General—Butterfield &amp; Swire.

SZECHEW, British str., 1,142, E. L. Jones, 21st Aug.—Wakamatsu 16th August.

Coal—Butterfield &amp; Swire.

TELEMACUS, British str., 1,350, Fraser, 16th.

Aug.—Saigon 12th August, Rice—Wo Fat Sing.

TINGSAO, British str., 1,045, D. W. Ritchie, 17th August—Newchwang 9th and Chiofo 10th August, Beans and General—Jardine, Matheson &amp; Co.

TILPATAP, Dutch str., 2,470, Kroes, 18th Aug.

—Muntok 11th August, General—Jaya-China-Japan Line.

TRIUMPH, German str., 769, W. Langschwager, 21st August—Haiphong 15th and Hohow 20th August, General—Jensen &amp; Co.

TSCHOOHAN MARU, Japanese str., 2,189, Watanabe, 20th August—M



## SHIPPING

## ARRIVALS.

CHENAN, British str., 23rd August—Canton.  
DAIGO MARU, Japanese str., 24th, H. Maruyama.  
23rd August—Tamsui, Amoy and Swatow.  
22nd Aug. General—Osaka Shosen Kaisha.  
MAICHING, British str., 1285, W. C. Passmore.  
23rd August—Foonchow and Amoy 22nd  
Aug. General—Donghai, Laprak & Co.  
HONGKONG, British str., 1359, J. M. Hay, 23rd  
August—Hongkong 20th August, Coal—  
Jardine, Matheson & Co.  
HUICHOW, British str., 23rd Aug.—Canton.  
LUCERNA, British str., 2072, A. L. French,  
23rd August—From Palembang, Bulk oil—  
Asiatic Petroleum Co.  
LYBENON, German str., 1336, F. v. Pilgrim.  
23rd August—Saigon 19th Aug. General—  
Hamburg-Amerika Linie.  
MICHAEL JESSEN, German str., 952, T. Peter-  
sen, 23rd August—Haiphong 18th and  
Hoihow 22nd Aug. Coal and General—  
Tobacco & Co.  
NIPPON MARU, Japanese str., 2331, I. Soho,  
23rd August—Moji 17th August, Coal—  
Ataka & Co.  
NORR. British str., 4179, G. Philipps, 23rd  
August—Yokohama 8th August, General—  
P. & O. S. N. Co.  
ORESTES, British str., 2992, T. W. Flynn, 23rd  
August—Singapore 17th August, General—  
Butterfield & Swire.  
RYOGA, Norwegian str., 3807, E. Meyer, 22nd  
August—Portland 20th July, Flour and  
Lumber—P. & A. S. N. Co.  
TAICHUNG, Chinese str., 1216, R. G. Paramore,  
23rd Aug.—Shanghai 19th Aug. General—  
C. M. S. N. Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
23rd August.  
BORNEO, German str., for Jesselton.  
Japan, British str., for Shanghai.  
Michael Jessen, German str., for Swatow.  
Norr. British str., for Singapore.  
Orestes, British str., for Shanghai.  
Quinta, German str., for Bangkok.  
Taichung, British str., for Haiphong.  
Tengcong, British str., for Swatow.

## DEPARTURES.

23rd August.  
BUKLOW, German str., for Shanghai.  
COLEMAN, German str., for Kobe.  
HAINUN, British str., for Swatow.  
HINCHUN, Chinese str., for Foonchow.  
KLEIST, German str., for Europe, &c.  
KWONONG, British str., for Shanghai.  
SOSU MAI, Japanese str., for Swatow.  
VETTFELD, Norwegian str., for Saigon.

## PASSENGERS.

ARRIVED.  
For Lyngboen, from Saigon, Mr. Seclary-  
schky.  
Per Nore, for Hongkong, from Shanghai.  
Mr. F. C. Evans, from Yokohama, for Singa-  
pore. Mr. F. Coates, for London. Dr. F. J.  
Simpson and L. Ogilvie, from Shanghai, for  
Marseilles. Mr. C. Maxwell and Miss Mc-  
Carthy, for London. Mrs. and Miss Brown-  
hall and child, Miss Louth, Mr. J. McGregor.  
Mr. and Mrs. Graves, infant and amah. Mrs.  
Walker, Mrs. Kingmill and Miss Wilder.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co. str. *Macchia* sailed  
from San Francisco on the 2nd instant for  
Hongkong, via Honolulu, Yokohama, Kobe,  
Nagasaki and Shanghai, and is due to arrive  
at Hongkong on the 25th instant.  
The T.K.K. str. *Chiyo Maru* sailed from  
San Francisco on the 9th inst. for this port on  
route Honolulu, Yokohama, Kobe, Nagasaki  
and Shanghai, and is due to arrive at this port  
on or about the 5th prox.

THE AUSTRALIAN MAIL.  
The N.Y.K. str. *Nikko Maru* (Australian  
line) left Sydney for this port via ports on the  
9th inst. and is expected here on the 28th inst.  
The E. & A. str. *Eastern* from Sydney, &c.,  
left Port Darwin on the 16th instant morning  
for Manila and this port.  
The E. & A. str. *Aldenhall* left Sydney on  
the 16th instant for this port via Queensland  
Ports and Manila.

THE CANADIAN MAIL.  
The C.P.R. Co.'s str. *Empress of India*  
arrived at Shanghai at 9.30 a.m. on the 21st  
instant, and left again at 6 p.m. for  
Hongkong, where she is due to arrive at 10 a.m.  
to-day.

A wireless message from R.M.S. *Monteagle*,  
sent at 10.30 a.m. Monday, 21st August,  
when the vessel was 746 miles distant from  
Japan, advised all well and that the Commander  
expects to reach Yokohama at daylight on  
Thursday, the 24th instant.

THE INDIAN MAIL.  
The Indo-China str. *Namanga* left Calcutta  
for the Straits and Hongkong on the 15th inst.,  
and is due here about the 31st inst.

MERCHANT STEAMERS.  
The P. & O. S. N. Co.'s str. *Sunda* left  
Singapore for this port on the 19th instant, at  
1 p.m., and is due here to-day at about 5 p.m.  
The H. A. Line str. *Silesia* left Shanghai on  
the 21st instant a.m., and may be expected here  
to-day p.m.

The H. A. Line str. *Brigantia* left Shanghai  
on the 22nd instant a.m., and may be expected  
here to-morrow a.m.

The "Hansa" str. *Rheinfels* left Singapore  
on the 20th instant a.m., and may be expected  
here on or about the 26th instant a.m.  
The O.R. str. *Scottie Maru* left Tacoma  
for this port via Japan and Manila on the 22nd  
ultimo, and is due here on or about the 28th  
instant.

The Siemsen & Co.'s str. *Germania*, with  
Mail from South Sea Islands, left Yap on the  
23rd inst., and may be expected here on the  
29th instant a.m.  
The str. *Glennah* passed the Suez Canal on  
the 25th inst., and is due here on or about the  
1st prox.

The T.K.K. str. *Buyo Maru* sailed from  
Manzanillo for Hongkong on the 8th inst., and  
is due to arrive on or about the 29th prox.

## STEAMERS PASSED THE CANAL.

July 11th—*Himalaya*, *Byson*, *Moguna*, *Oo-  
pack*, *Alcia*, *Vorvaria*. 14th—*Braemar*, *Kin-  
nick*, *Myrionid*, *Pekowar*, *Saravina*. 15th—  
*Englon*, *Nile*, *Prins Lodovik*, *Wald Prince*.  
16th—*Alcia*, *Palma*. 18th—*Stentor*, *Prin-  
ces*. 19th—*Glennah*, *Laertes*. 20th—*Sunda*, *India*,  
*Rheinfels*. August 1st—*Antilope*, *Bene-  
dictus*, *Basel*, *Ceylon*. 4th—*Agamemnon*,  
*Alcia*, *Alcia*, *Alcia*, *Alcia*. 5th—*Alcia*,  
*Alcia*, *Alcia*, *Alcia*. 6th—*Alcia*, *Alcia*,  
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*Alcia*, *Alcia*, *Alcia*, *Alcia*. 16th—*Alcia*,  
*Alcia*, *Alcia*, *Alcia*. 17th—*Alcia*, *Alcia*,  
*Alcia*, *Alcia*. 18th—*Alcia*, *Alcia*, *Alcia*,  
*Alcia*. 19th—*Alcia*, *Alcia*, *Alcia*, *Alcia*. 20th—  
*Alcia*, *Alcia*, *Alcia*, *Alcia*. 21st—*Alcia*,  
*Alcia*, *Alcia*, *Alcia*. 22nd—*Alcia*, *Alcia*,  
*Alcia*, *Alcia*. 23rd—*Alcia*, *Alcia*, *Alcia*,  
*Alcia*. 24th—*Alcia*, *Alcia*, *Alcia*, *Alcia*. 25th—  
*Alcia*, *Alcia*, *Alcia*, *Alcia*. 26th—*Alcia*,  
*Alcia*, *Alcia*, *Alcia*. 27th—*Alcia*, *Alcia*,  
*Alcia*, *Alcia*. 28th—*Alcia*, *Alcia*, *Alcia*,  
*Alcia*. 29th—*Alcia*, *Alcia*, *Alcia*, *Alcia*. 30th—  
*Alcia*, *Alcia*, *Alcia*, *Alcia*. August 1st—*Alcia*,  
*Alcia*, *Alcia*, *Alcia*. 2nd—*Alcia*, *Alcia*,  
*Alcia*, *Alcia*. 3rd—*Alcia*, *Alcia*, *Alcia*,  
*Alcia*. 4th—*Alcia*, *Alcia*, *Alcia*, *Alcia*. 5th—  
*Alcia*, *Alcia*, *Alcia*, *Alcia*. 6th—*Alcia*,  
*Alcia*,



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Philippa SOCOTRA Capt. G. J. Colwell	10 A.M. 24th Aug. About 6th Sept.	Freight and Passage. Freight only
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 25th Aug.	Freight and Passage.
SHANGHAI	DELTA Capt. E. P. Martin R.N.R. ASSAYE Capt. G. W. Cockman	Daylight 31st Aug. About 14th Sept.	Freight and Passage. Freight and Passage.
LONDON via USUAL PORTS or CALL	ARADIA Capt. S. Barham	Noon 2nd Sept.	See Special Advertisement

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 22nd August, 1911.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SUNGKIANG"	On 24th Aug. 8 A.M.
SHANGHAI	"CHENAN"	On 24th Aug. 4 P.M.
SWATOW, WEIHAWEI, CHEFOO and TIENHSIN	"HUICHOW"	On 24th Aug. 4 P.M.
AMOY, TIENTSIN & NEWCHANG	"KASHING"	On 26th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 26th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 29th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 31st Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
"ANUL", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th August, 1911.

For Freight or Passage apply to—  
For SWATOW AND RETURN,  
(Occupying 3 Days).

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 25th Aug. at 1 P.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 29th Aug. at 1 P.M.
"HAITANG"	Capt. J. W. Evans	FRIDAY, 1st Sept. at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 23rd August, 1911.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"TUNGSAO"	Thursday, 24th Aug. Noon.
MANILA	"LOONGSANG"	Saturday, 26th Aug. 2 P.M.
TIENTSIN via TIENTSIN and	"CHONGSHING"	Sunday, 27th Aug. Daylight.
WEIHAWEI		
SINGAPORE, PENANG & CALCUTTA	"FOKSANG"	Thursday, 31st Aug. Noon.
SHANGHAI, KOBE & MOJI	"NANSANG"	Friday, 1st Sept. Noon.
MANILA	"YUENSANG"	Saturday, 2nd Sept. 2 P.M.

## RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NANSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagatae Ports, Tsingtau, Weihaui, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATTHEWSON & Co., LTD.,  
General Managers.

Hongkong, 24th August, 1911.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. RHEINFELS	22nd Aug.
S.S. SUBEVA	6th Sept.
S.S. SENEGAMBIA	20th Sept.
S.S. BAYTER	6th Oct.
S.S. ARCADIA	18th Oct.
S.S. SLAVONIA	3rd Nov.
S.S. SCANDIA	15th Nov.
S.S. SPEZIA	2nd Dec.

For Further Particulars, apply to—

### HOMEWARD.

For HAVRE & HAMBURG:	S.S. SILESIA	25th Aug.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRISGAVIA	26th Aug.
For HAVRE, BREMEN & HAMBURG:	S.S. AMBRIA	31st Aug.
For MARSEILLES, HAVRE & HAMBURG:	S.S. ALESIA	15th Sept.
For ROTTERDAM & HAMBURG:	S.S. PRETSEN	22nd Sept.
For HAVRE & HAMBURG:	S.S. RHEINFELS	29th Sept.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 22nd August, 1911.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept. at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.

† Triple Screws, turbine engines. \* Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

### FARES FROM HONGKONG:

To LONDON ..... £71.10.0.  
To VALPARAISO ..... You 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

(These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.)

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.



Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'AY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 15th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 27th Aug. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'AY, 30th Aug. at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—

1st CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

772-778]

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 30th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

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# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
VICTORIA, P.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 9th Sept., from Kobe
	INABA MARU Capt. S. Tomioka	7,000	TUESDAY, 12th Sept., at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Teranaka	5,000	WEDNESDAY, 30th Aug.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
KOBE and YOKOHAMA	AKI MARU Capt. K. Honma	7,000	THURSDAY, 31st Aug., at 11 A.M.

Omitting Keelung and Shimizu.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

BETWEEN

### KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," TONS 3,782, ON SEPTEMBER 26TH.

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

1061-14-40]

T. KUSUMOTO, MANAGER.

## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
SIBERIA	18,000	SATURDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 29th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 26th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Government of China and Japan.

To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.M. &amp; M.H. Services, U.S. Consul General, Consuls and Vice-Consuls stationed at Ports of Call.

To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

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To all points: Missionaries and their families.



## TEPLITZ WATER

NOW IN STOCK

\$18 PER CASE OF 100 PINTS.

FREE DELIVERY TO ANY HOUSE IN HONGKONG AND KOWLOON.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 18th August, 1911.

**GUSTAV FEILER,****NETZSCHKAU & VGTL,**

MANUFACTURER OF

**WORSTED GOODS, WOOLLEN  
and UNION CASHMERES.**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 18th August, 1911.

**Hoehle** Extra Dry

Gout américain

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 18th August, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The Empress of India, with the Canadian Mail, left Shanghai on Monday, the 21st inst., at 6 P.M., and may be expected here to-day, at 10 A.M.

FOR	PER	DATE
Singapore, Penang and Colombo	Noro	Thursday, 24th, 9.00 A.M.
Jessellton, Kudu and Sandakan	Borneo	Thursday, 24th, 9.00 A.M.
Bangkok	Quinto	Thursday, 24th, 11.00 A.M.
Swatow and Shanghai	Tungung	Thursday, 24th, 11.00 A.M.
Macao	Sui Tai	Thursday, 24th, 1.15 P.M.
Swatow, Weihaiwei, Chiao and Tientsin	Huichow	Thursday, 24th, 3.00 P.M.
Port Arthur	Sai Tai	Thursday, 24th, 3.00 P.M.
Shanghai	Chenan	Thursday, 24th, 3.00 P.M.
Hoihow and Haiphong	Triumph	Friday, 25th, 9.00 A.M.
Singapore, Penang and Calcutta	Nippon	Friday, 25th, 11.00 A.M.
Swatow, Amoy and Foochow	Huichow	Friday, 25th, 1.15 P.M.
Macao	Sui Tai	Friday, 25th, 1.15 P.M.
Hoihow	Indradco	Saturday, 26th, 10.00 A.M.

KURLUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKKAICHI, SHIMIZU, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
SIBERIAN MAIL TO EUROPEManila  
(Taking Mails for Cebu and Iloilo)  
Macao  
Amoy and Shanghai  
Teikow and Newchwang  
Teikow, Weihaiwei and Tientsin  
Shanghai  
SIBERIAN MAIL TO EUROPEEUROPE, &c., INDIA VIA TUTICORIN,  
Late Letters 11.00 to NOON. Extra  
Postage 10 cents.  
Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.Swatow, Amoy and Foochow  
Manila, Cebu and Iloilo  
Singapore, Penang and Colombo  
Nagasaki, Kobe and Yokohama  
Manila, Cebu and Iloilo  
Singapore, Penang and Calcutta  
ShanghaiShanghai, Kobe and Moji  
Manila (Taking Mails for Cebu and Iloilo),  
Thursday, 24th, 11.00 A.M.  
Tientsin, Hankow, Suiyue, Hobart,  
Launceston, New Zealand, Melbourne,  
Dunedin, Adelaide, Perth, and FremantleSHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
SIBERIAN MAIL TO EUROPESwatow, Amoy and Foochow  
EUROPE, &c., INDIA VIA TUTICORIN,  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)  
The Parcel Mail will be closed on  
Friday, 1st instant, at 5 P.M.Manila  
(Taking Mails for Cebu and Iloilo)  
Manila (Taking Mails for Cebu and Iloilo)  
Wilhelmshafen, Rangoon, Herberstshofe,  
Matupi, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Dunedin, Mel-  
bourne, Adelaide, Perth and Fremantle

Siberia

Loongang  
Sui Tai  
Tylotip  
Kushing  
CheongshingLinan  
Daigi MaruHaitan  
Taming  
Hirano Maru  
Nikko Maru  
Zafiro  
Fooksang  
Chinkua

Namsang

Yawata Maru

Haitang

Arendia

Yuensang

Coblenz

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

August 23rd.

ON LONDON:—	
Telegraphic Transfer .....	19 1/2
Bank Bills, on demand .....	19 1/2
Bank Bills, at 30 days' sight .....	19 1/2
Bank Bills, at 4 months' sight .....	19 1/2
Credits, at 4 months' sight .....	19 1/2
Documentary Bills 4 months' sight/10	
ON PARIS:—	
Bank Bills, on demand .....	226
Credits, at 4 months' sight .....	230
ON GERMANY:—	
On demand .....	185 1/2
ON NEW YORK:—	
Bank Bills, on demand .....	43 1/2
Credits, at 60 days' sight .....	44 1/2
ON BOMBAY:—	
Telegraphic Transfer .....	133 1/2
Bank, on demand .....	134
ON CALCUTTA:—	
Telegraphic Transfer .....	133 1/2
Bank, on demand .....	134
ON SHANGHAI:—	
Bank, at sight .....	75 1/2
Private, 30 days' sight .....	76
ON YOKOHAMA:—On demand .....	87 1/2
ON MANILA:—On demand—Pesos .....	87 1/2
ON SINGAPORE:—On demand .....	76 1/2
ON BATAVIA:—On demand .....	107 1/2
ON HAIPHONG:—On demand .....	14 1/2, pm
ON SAIGON:—On demand .....	14 1/2
ON BANGKOK:—On demand .....	84 1/2
SOVEREIGNS, Bank's Buying Rate .....	\$11.10
GOLD LEAF, 100 fine, per tola .....	\$57.90
BAR SILVER, per oz. .....	24 1/2

SUBSIDIARY COINS.	per cent.
Chinese	20 cents pieces \$6.70 discount.
Chinese	10 " \$7.15 "
Hongkong	20 " \$6.38 "
Hongkong	10 " \$6.94 "

## SHARE LIST.—QUOTATIONS. HONGKONG, AUGUST 23rd, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS OASR.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$837 1/2, x div.
China Borneo Company, Limited	60,000	\$12	all	\$85 10/- x div.
China Light and Power Company, Limited	50,000	\$5	all	\$9 1/2, buyers
China (People's) Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$1.60, sellers
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 61.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22 1/2, buyers
DOCKS AND WHARVES.—				
H.K. & Kwong Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51 1/2
New Am. Dock Co., Limited	10,000	\$6 1/2	all	\$3, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 51
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$16	all	\$3.90, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, sellers
Hongkong Hotel Company, Limited	15,000	\$50	all	\$17
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$17 1/2, x div.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H.K. & S. China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$124, buyers
China Traders Insurance Co., Limited	24,000	\$53.35	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$250, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$158, sellers
Union Insurance Society, Limited	12,000	\$250	\$100	\$310, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$215, @ Ex 75.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$13	all	\$7 1/2, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$27, sal. & bu.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 89
West Point Building Co., Limited	12,500	\$50	all	\$45, sal. & bu.
MINEING.—				
Societe Francaise des Charbons de Tonkin	16,000	Fcs. 250	all	\$700.
Bath Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$2 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	all	\$1 1/2, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$144, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$15	all	\$28 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$67, (1 don. sal. \$5 17. 6.
Shell Transport & Trading Co., Limited	250,000	\$10	all	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$5	\$26 1/2, buyers
South China Morning Post, Limited	6,000	\$25	all	\$25.
Steam Laundry Company, Limited	20,000	\$5	all	\$6 1/2
BROKERAGE AND TRADING.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5, buyers
Weissmann, Limited	15,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	\$4	\$10.
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	all	\$300.
Union Waterboat Co., Limited	100 shares	\$10	all	\$7, buyers

RUSSIAN.	Daily Wire	4/81 per lb. quist
Para Rubber in London	Amount	Value.
Loans.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250 / 7% p annum Par.
		VE RNON & SMYTH, Share Brokers.

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TO-DAY	OPIMUM.
9.15 P.M.—Hippodrome Circus at Causeway Bay.	
9.15 P.M.—Frank Fills Circus at the Victoria Shaking Ring.	

FORTECOMING EVENTS.	Quotations are:—
Saturday, 26th August—Fourth Gynkhusa Meeting at Happy Valley, 3.30 P.M.	Malwa New ... .. \$2,700/2,750 per picul.
Monday, 28th August—Auction of Crown Land at Conduit Road, by Public Works Dept., 3 P.M.	Malwa Old ... .. \$2,770/2,800 "
Wednesday, 30th August—Extraordinary Gen- eral Meeting of the Royal Hongkong Golf Club, at Club House, Happy Valley, 6.30 P.M.	Malwa Older ... .. \$2,850/2,900 "
Saturday, 2nd Sept.—Grand Promenade Charity Concert on the Volunteer Parade Ground, 9.15 P.M.	Malwa V. Old ... .. \$2,950/3,000 "
	Portian fine quality ... .. \$1,500 "
	Portian extra fine ... .. \$2,450 "
	Patna New ... .. \$2,750 "
	Patna Old ... .. \$2,750 "
	Banaras New ... .. \$2,750 "
	Banaras Old ... .. \$2,675 "

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